

THE TWO FOOTERS

BULLETIN No. 57

By

H. T. CRITTENDEN

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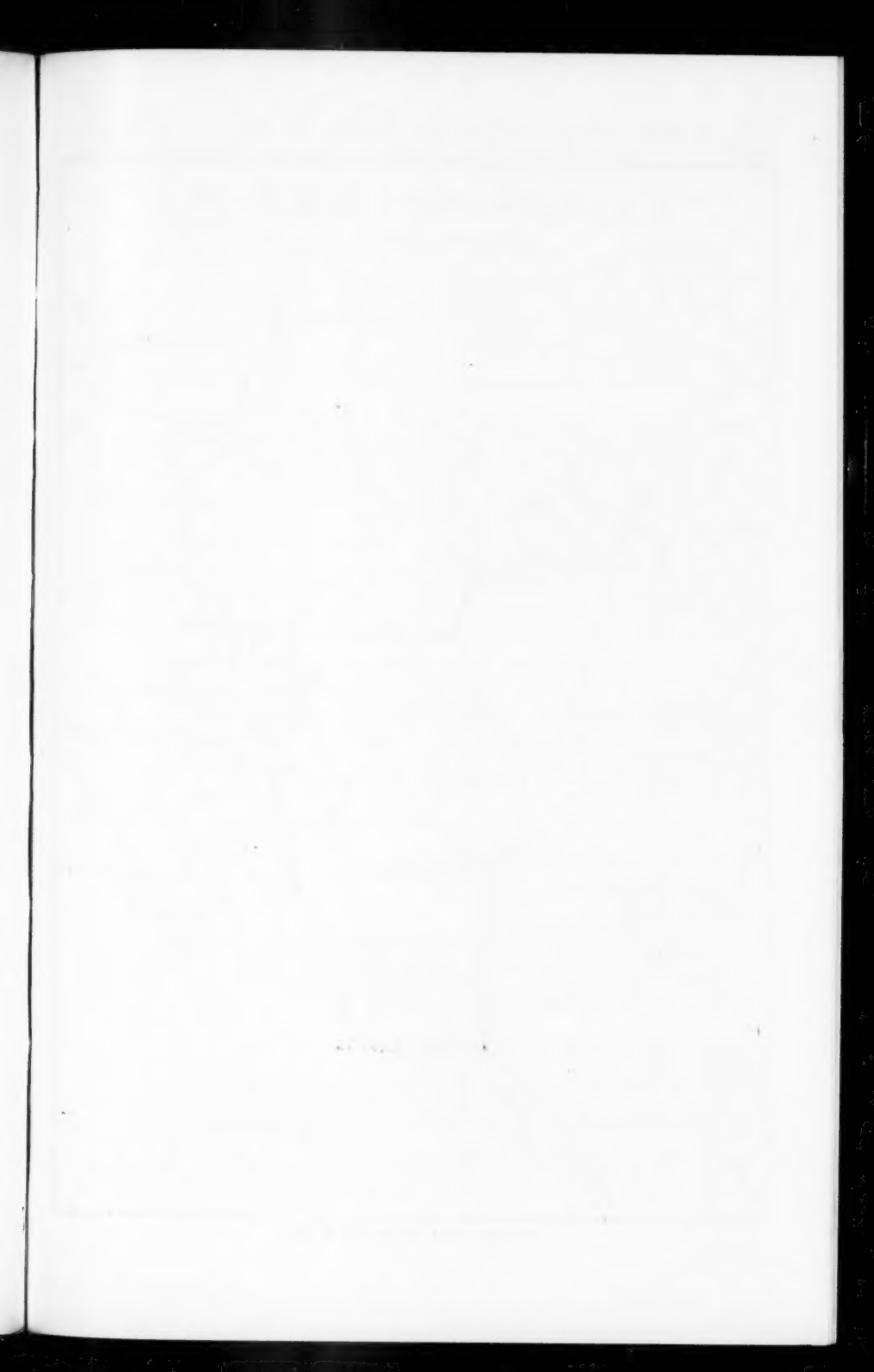
One of the many reasons why this country is a great nation is due to the free flow of commerce throughout its length and breadth. Only a standard gauge would permit this. It took a great many years to achieve this work, not only in this country but in our neighboring country, Canada. There were more than "standard gauge" and "narrow gauge" roads. There was the six foot Erie; the five foot six inch Grand Trunk and other Canadian railroads; the many five foot roads in the south; the four foot ten inch roads in Ohio; the many three "footers" chief of which was the old Denver & Rio Grande and lastly, the "two footers", the subject of this bulletin. There were other gauges than those mentioned.

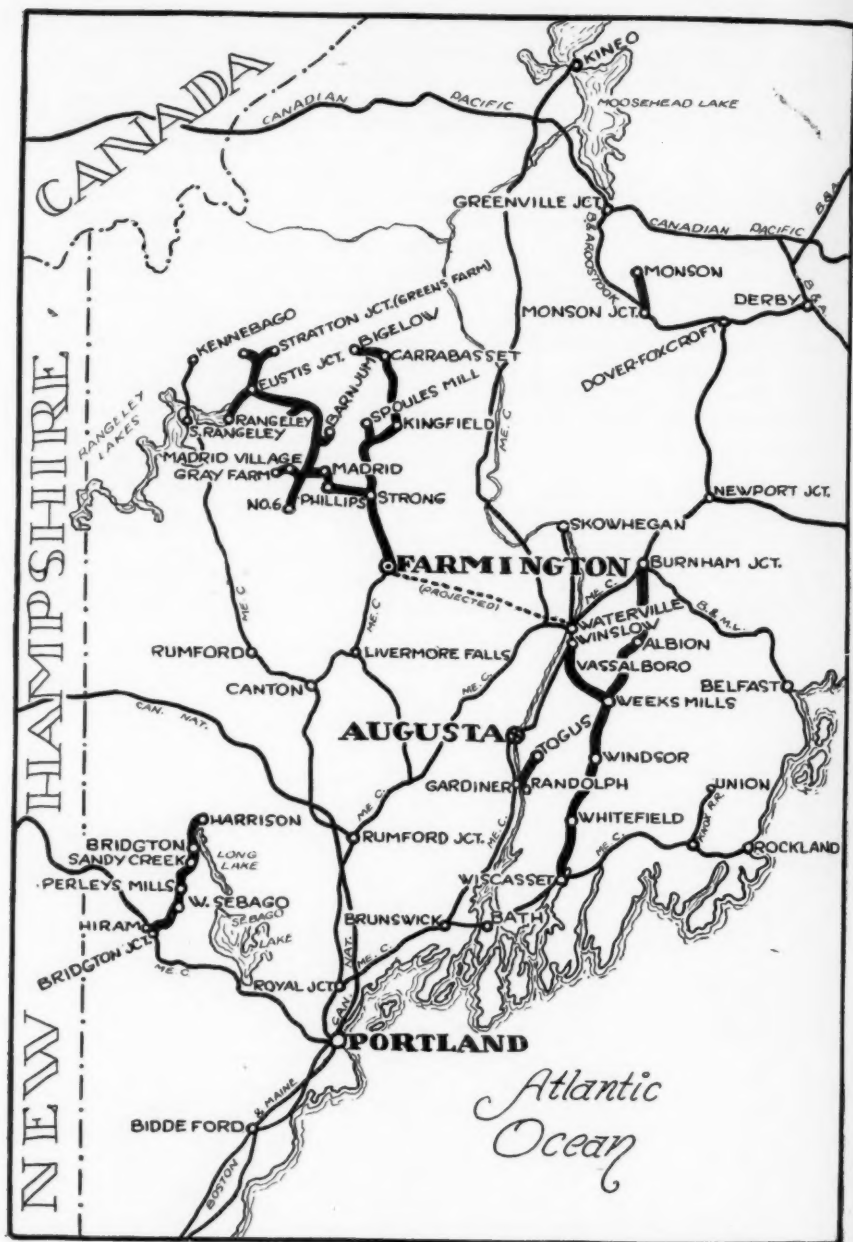
The construction of the Union Pacific Ry. to standard gauge sealed the doom of many of these different gauges and compelled the majority of our railroads to adopt the standard four feet, eight and one-half inches. Despite this fact, however, our "narrow gauge" roads flourished, but the inroads made upon their traffic by the 'bus and truck has caused the majority of them to be scrapped.

These roads could be constructed at a lower cost per mile of line, could be equipped and operated at a lower cost than their "standard gauge" neighbors. Make no mistake however, some of them were in every respect their equals in the matter of operation—both in tonnage and in number of passengers carried.

Perhaps the most colorful of this group were the "two footers" and it has remained for Mr. Crittenden to collect the facts relative to their history and place it at the disposal of our membership. Only one road has been omitted—the Chicago Tunnel Company, and this was due to the refusal on their part to furnish enough facts to present their history properly. Perhaps some day a paper on this subject can appear in one of our bulletins. The majority of the "two footers" were located in the State of Maine. Their history has been replete with incidents and accidents but, in spite of this, they served their purpose well. Had two of them been able to make a physical connection and the line to Quebec have been built, the evil day of abandonment might have been postponed. All save the little Monson R. R. are gone now and it will be only a question of time when that too, follows the others.

The author wishes to thank Mr. Harold S. Walker in placing at his disposal his collection of photographs. With the following exceptions, all were selected from his collection: B & H No. 7, from the collection of Mr. H. G. Boutell, Monson No. 3 and the yard at Monson Jet., from Mr. Linwood Moody, Mt. Gretna N. G. from the collection of Mr. Chas. E. Fisher and W. & Q. No. 1 from the collection of Mr. John W. Merrill.





The "two footers" in the State of Maine

The Billerica & Bedford Railroad

It is hard to say whether the story of the Billerica & Bedford is the story of a railroad or of a man for the one without the other would have been an impossibility. The Billerica & Bedford without George E. Mansfield would have been just another little standard gauge road, a little line that possibly would have lived and died without any particular notice. With George E. Mansfield the road became the predecessor of a large system of twenty-four-inch gauge track and therein lies its claim to fame.

Certainly, before the B. & B. there were lines built to so narrow a gauge but they were not common carriers. They were not considered as actual railroads, they carried no passengers, they were not advertised, they were not forcibly pointed out to the railroad world. It took Mansfield to do that. It took a man with vision, with determination, with the ability to fight for what he believed in, and Mansfield had what it took. The narrow gauge roads constructed previous to Mansfield's entry into the picture were not many but were sufficient in number to make it impossible to say that Mansfield was responsible for the introduction into this country of the twenty-four-inch gauge but he was responsible for their adoption as the means of transporting passengers as well as freight.

The so-called Peekskill Valley Railroad in York State was built in 1873, two years before Mansfield's first actual attempt at the construction of a railroad with such a narrow gauge but it did the work for which it was built, it was a complete success in every sense of the word. The Peekskill Iron Company built the line from their furnaces at Peekskill, Westchester County, New York to a point on the Hudson River Railroad, seven miles away, with the idea that the little trains of cars could roll by gravity down to the railroad. More than likely the four-ton engine went along to act as a sort of brake for it had to be used to get the empties back to the furnaces, but, regardless of the method of operation, the line was nothing more or less than a commercial tram. Any person who considered himself a railroad man would have laughed at the idea that this was a railroad. In its construction the owners kept the initial cost as low as possible by making the superstructure just as light as was consistent with the weight of the equipment. We cannot say whether or not Mansfield knew of this line but there is every reason to believe he did and quite possibly spent much time sitting on a slag pile watching the lone engine shuttle back and forth.

His first introduction to so slim a gauge had been when he visited Wales and had seen and ridden on the Festiniog Railway. That little 23.5-inch gauge mountain railroad with its ungainly but powerful double-end Fairlie engines thoroughly demonstrated to him that such a gauge was not only perfectly safe but practical. The question was could he convince the rather stubborn American railroad men that two feet was not too narrow, men who in some cases considered six feet none too wide. It was a task for an extreme optimist.

In the spring of 1875 Mansfield built a sort of experimental road with which to check his calculations and to demonstrate in a small way his theories and beliefs. At first the good citizens of Hazelwood, Mass. considered the little line as an overgrown toy but soon came to respect it.

The track was one-third of a mile in length, started from the summit of a small hill just back of the Hazelwood station of the Providence Railroad and after winding around the hill by sharp curves, came down through Mansfield's back yard, made an apparently very dangerous sharp curve, shot obliquely across one street, shaved a corner where it ran over a short bridge, shot across another street to the side near the railroad, and finally paralleled the standard gauge line for a short distance. The ties were composed of narrow strips of inch board about fifteen inches long upon which were nailed with small finishing nails rails of soft wood about an inch square and ten inches apart. On these were nailed narrow strips of hoop iron forming a small strap rail. The car used was about two feet wide by about five feet long and had five-inch wheels. It was what was then known as a platform car, otherwise a flat. Nothing is said of a locomotive so the chances are the car, like those on the Peekskill Valley, travelled down grade by gravity and was pushed up. Naturally Mansfield couldn't let his first attempt go without a name so the little strap rail outfit became the Sumner Heights & Hazelwood Valley Railroad.

All that summer curves were changed, switches were relined, the car was sent whizzing over this section, then over that section, around this curve, over that switch, and finally Mansfield felt sure his plans had reached perfection. The greatest result was that the people who watched him work came to believe in an extremely narrow gauge. They felt it was safe and that, after all, was their main objection to riding on rails laid so close together.

Late fall came and Mansfield packed himself off to Billerica, Mass. from whence had come news of an intention to build a railroad through that place from Bedford on the Middlesex Central Railroad of Massachusetts to North Billerica on the Boston, Lowell & Nashua, a total distance of 8.63 miles measured over the proposed route.

Fall and winter were taken up in discussions. Mansfield argued mightily for his pet gauge and middle spring saw him triumphant. It was agreed to build the new road to a gauge of two feet, the charter was granted and the company was formed on May 10, 1876 with Captain Charles A. Ranlett as president. The Billerica & Bedford Railroad, America's first twenty-four-inch gauge common carrier, was officially born. The new company immediately appointed Mansfield general manager and dumped everything in his lap except the job of actually financing the road.

As soon as the charter was granted, the company began soliciting subscriptions for stock, a large amount of which was taken by the towns to be served. The company officials also invested heavily. When enough stock had been subscribed to guarantee a financial backing the survey was started and pushed to completion. All this, however, took several months.

The stock certificates, of which there are still some in existence, are interesting examples of documents of that kind. They appear to have been "set up" with such types, ornaments, and cuts as were to be found in a well-equipped job printing office and were printed in carmine ink. Two dated Jan. 24, 1878, were signed by Mr. W. R. Hayden of Bedford Springs, the second president, and A. D. Stanton, treasurer. The clerk and treasurer's office was at 56 Equitable Building, Boston, Mass.

The removal of the first two sods in the construction of the road, Sept. 6, 1876, was made the occasion of a public exercise. The ceremony was performed by two little girls who were constant companions; Cora Bell Fox and Lottie May Corey, now Mrs. John Sewett of Bedford. They were of the same height, prettily dressed, and supplied with new spades. A blue cart, belonging to Mr. J. Bacon, who had owned the land where the ceremony was to take place, served as a carriage for bringing the girls, and was used for the removal of the sods, each of which had a little flag stuck into it.

Actual construction followed hard on the ceremony but owing to the nature of the country traversed it progressed slowly. The track laid was more of a temporary line than anything else for it was the company's desire to start running trains as soon as possible. The final ballasting was to be done afterwards.

Mr. Hiram W. Blaisdell, the chief engineer who located the line, wrote out an accurate description of the road, particularly the engineering features.

"The location of seven-eighths of the road, is through a rough and rocky district, hard pan and cemented gravel predominating. The remainder of the line is through a sandy plain which requires but little grading exclusive of ditching and ballasting. Taken as a whole, the line may be said to run through an unusually difficult section where a standard gauge would cost heavily.

"The deepest rock cut is on the incline south of Billerica Centre, and is nine feet deep for a short distance. To have avoided this ledge would have required a 120 foot grade where there is a 75 foot grade.

"The steepest grade is on the line between Bedford and Billerica Centre, and is 105.6 feet per mile. The fall from Billerica Centre to North Billerica is 129 feet, giving an average grade of 60.2 feet per mile.

"The entire road is to be ballasted with sand or gravel to a depth of 12" below the tops of the ties. The road-bed is 6 feet at grade on fills, and 10 feet wide in cuts.

"The sharpest curve on the main line is 319.6 feet radius (the elevation of the outer rail on this curve is 3 1/8 inches); on the Y at Bedford, 129 feet radius. The locomotive is now running on a 250 foot curve with perfect ease. The engine and train will be turned on a Y at the Bedford station. Turntables will be used at Billerica Centre and North Billerica.

"The culverts in deep fills are either open or of cement pipe, while those in shallow fills, when they can be easily removed and replaced, are made of pine lumber. There are six open culverts of from 8 to 15 feet span, one pile bridge 140 feet long, and ten cattle-ways. The mason

work is first-class rubble masonry. The right of way generally adopted is 25 feet. There will be about 600 cubic yards of rock work and 30,000 cubic yards of earth excavation, including ballast.

"The culverts and bridges are calculated to sustain a safe center load of ten tons, the factor of safety used being as high as seven in all structures."

The track followed the surface of the ground as closely as possible, and therefore, the line was an almost continuous series of curves and grades. The total amount of grading was 43,000 cubic yards with 542 cubic yards of loose rock and 640 cubic yards of solid rock. The price at which the earthwork, including the ballast, was contracted for was 35 cents per cubic yard, and the rock work was done at \$1.50 per cubic yard.

Rails were of iron, 30 feet long, weighed 25 pounds per yard, and cost in Boston \$38 per ton. They were fastened together by ordinary fish-plates. These were 15.5 inches long, and a pair of them weighed 5 1/8 pounds. The bolts were .5 inch in diameter and 2.25 inches long. One bolt and nut weighed 4.5 ounces. The fish-plates cost 2c per pound, and the bolts and nuts 4c. The spikes were 7/16 inch square and 3.5 inches under the head. There were 600 spikes to a keg, each keg weighed 150 pounds, and it took 18 kegs per mile, which cost 2.75c per pound.

Cross ties were made of sawed timber 54 inches long by 6 inches wide by 4 inches thick and cost 12 cents each.

The company never built any stations mainly because the financial condition would not permit it. They did build at Bedford, however, a car shed 22'x112', an engine house 22'x36' and a coal shed 18'x32'. A wooden water tank with a capacity of 15,000 gallons was placed in the engine house. For turning the equipment at Bedford a "Y" was constructed but at North Billerica only the engine was turned. This was accomplished with the aid of a small 18-foot wooden turntable.

There were two locomotives alike and of the type proposed and patented by M. N. Forney. The designs were, however, worked out by Mr. F. D. Childs, the Superintendent of the Hinkley Locomotive Works of Boston, where they were built. Each had its pilot and headlight at the tank end and was operated with that end leading, an entirely new idea so far as locomotive operation was concerned. This promptly brought down a storm of protests and dire predictions upon the builders and Mansfield from such as it was claimed it would be impossible to so run an engine. The original excuse for fault-finding, the gauge, was entirely forgotten. Mansfield immediately came to the defense of the engines and gave several excellent reasons for the radical departure from established practices. He pointed out that by operating the engines so, the engine crew had a clearer view of the track during the time the engine was running "ahead"; that during the winter the cab could be closed tighter as there was no flexible coupling between the tank and cab; that during the summer the motion of the engine tended to blow the warm air out of the cab instead of in; that the engine rode better from the viewpoint of the crew as they were between the truck and drivers;

that the stack of the engine was so close to the cars that sparks and cinders were thrown over the cars instead of being sucked into the vacuum caused by the passage of the cab and passed through the cab and cars.

These arguments were proven without a doubt and the opposition subsided into a grumbling silence. We naturally wonder what Mansfield would have said if he could have seen fifty years later the largest and fastest steam power on one of our largest roads operated with the cab leading just as he advocated.

Fortunately there have been preserved extracts from letters written by Mansfield to Childs in Boston concerning the operation of the engines. From one dated September 9th, 1877 we find that "Everything is working splendidly on the road, and the Forney engine is a complete success with us and is admired by every one. They are beginning to see its true principles, if it does run backwards, as they call it. The engineers like it better every day."

In a letter dated October 22nd, 1877 he says that "the new engines on the 24 in. gauge are a double success. They pass the curves of the Y, 127 ft. radius, with ease. The engineers say they are the smartest and the most perfect engines in everything they ever pulled the throttle on. They make more steam than is wanted and use but little coal. We have been burning hard coal the past week, and have made a speed of thirty-five miles per hour on our rough track. The side oscillations are done away with completely. We ran passenger trains four days last week with the greatest satisfaction, the cars riding smoothly and with perfect ease and no side oscillations, which is noticed by all who speak of it. We have never had any hot boxes on any of the cars since running, or on the locomotives. As to economy, see the following:

"Last week we ran a train 72 miles each day at a cost of 13 cts. per mile. This includes all help, fuel, oil and waste, using less than $\frac{3}{4}$ ton of coal.

"The weight of train including engine was 23 $1\frac{1}{2}$ tons, the weight of cars 11 $1\frac{1}{2}$ tons, with seating capacity for 100 passengers, which number we carried on some trips. One of the cars was a combination baggage and express car. There is one grade of 158 ft. per mile, two of 100 ft. one-half mile each long, and numerous other grades of 40 to 90 feet."

As proof of his arguments, he writes on November 28th, 1877, "The Forney locomotive running with the truck in front and the smoke-stack next to the cars does not throw any cinders or smoke on the face or sides of the cars, the smoke and cinders, being carried with the current of air above the train, are thrown behind it, thus giving no annoyance to passengers. We consider this plan of locomotive the best type for one which must combine power and speed with stability, so necessary to overcome steep grades and sharp curves. On our experimental trip on the two-foot gauge road they have pulled three passenger and one box car up a grade of 164 ft. to a mile at a speed of about 18 miles per hour with apparent ease. We believe them to do much better yet. They enter our sharpest curves (of 165 ft. radius) so easily that the change of motion is hardly felt on the foot-board."

The engines, following the practice of the time, carried no road numbers but were named "Ariel" and "Puck". Each engine weighed 23,750 pounds and cost \$3,500. The fuel compartment would hold ten nail-kegs of soft coal, that being the fuel originally intended for use.

The passenger equipment consisted of two excursion cars, a coach, and a combination mail, baggage and passenger car. Each of these cars had an Empire vacuum brake. They, and the freight cars, had Miller couplers and buffers, 18 inch wheels and 2 5/8 inch by 5 inch journals. All were built by the Ranlet Manufacturing Company of Laconia, N. H.

The coach and combination car were each 40 feet long by 6 feet 2 inches wide and weighed 9000 pounds each. They were so narrow that each seat accommodated but one passenger. The combination car seated 20 persons and the coach 30.

All the cars except the coach and combination car were identified by letters instead of numbers. These two cars carried names like the engines. The passenger car carried the name "Sylvan" and the combination "Fawn". The box car was "A", the excursion cars "B" and "C", and the platform cars "D", "E", "F", "G", "H", and "I".

The rolling stock, except the engines, was billed to the company at \$7,085; one passenger car at \$2,000, one combination car at \$1,950, two excursion cars at \$490 each, one box car at \$360, six platform cars at \$260 each, two hand cars at \$65 each and three push cars at \$35 each. The excursion cars could be converted into flats by lifting off the superstructure while all the flats could be made into coal cars by erecting stake bodies.

Upon completion of the road, but before it was opened for public conveyance, Mansfield notified the Railroad Commission he was ready for their final inspection. On December 17th, 1877 the Commission arrived and was taken on a tour of the road not so much to inspect it for defects, although that was the Commission's primary purpose in making the trip, as to try and sell them the idea of the twenty-four inch gauge. Even though Mansfield had complete faith in his scheme he was not blind to the fact that there were still many railroad men who were doubtful of the practicability of the road. But, contrary to any fears he might have entertained, the Commissioners found no major fault. One of them, upon inspection of the switches in the main yard, expressed his apprehension as to how a train would act when passing over them at speed. Mansfield promptly backed the inspection train up, after placing the Commissioners at a point of vantage, got a running start and ran through a switch at thirty miles an hour. The performance made a very good impression and the Commission granted the company permission to operate without expressing further doubt as to the road's safeness.

The road attracted much attention throughout the country and was frequently visited by parties wishing to view this innovation in the field of transportation. On the opening day, November 28th, 1877, there were so many passengers that coal cars fitted up with benches had to be hauled with the four pieces of passenger equipment to accommodate them. That train must have been quite a sight as she pulled out of Bedford and certainly she must have made Mansfield proud even if he was not happy over conditions.

So far as the general public was concerned, the road was a wonderful success but actually the company was right up against the wall. Before its completion the road was put in the hands of an assignee by order of the Court upon request of the contractors but their claims were satisfied and the original company was able to finish the work. The amount borrowed to clear the company of this embarrassment was carried as a floating debt and naturally when they began actual operations this amount and debts run up for equipment and supplies, all carried as a floating debt, completely disabled the company financially.

The road's estimated cost was \$50,000, or about \$8,000 a mile, but when completed the cost was found to be over \$60,000. On the other hand, a portion of the subscription proved unsound. The town of Bedford, which had originally subscribed \$12,000, was urged to aid further, but declined to do so. The individuals of the company could not afford to go deeper into debt. The road was thus in an unfortunate position from the first.

From the outset the road could hardly clear its running expenses and the directors realized that drastic measures were necessary. At a call meeting on January 30th, 1878 it was voted to put the road in charge of Register in Bankruptcy C. T. Howe until the creditors could be brought together to appoint an assignee. During the second week in February the meeting took place and the creditors chose three of their number as Assignees in Bankruptcy for the road; John C. Moulton, Treasurer of the Ranlet Car Company; Adams Ayer, President of the Hinkley Locomotive Works; and Frederick P. Morley of Boston. These three men in turn appointed Mansfield manager of the road with orders to continue operating until further notice.

The road was operated long enough to demonstrate without any doubt the feasibility of the twenty-four inch gauge and to justify Mansfield's faith in it but financially it was far from successful. Probably it would be better to say it was not immediately successful for the creditors did not give it time to prove itself a financial success. The owners had expected the leather machinery factory and glue works at South Billerica to contribute some freight business and the summer hotel at Sylvan Lake to attract passengers but they had expected the road to obtain its main revenue from new enterprises springing up along its line. It is impossible to transform a desolate expanse of territory into a thriving manufacturing district in six months even if the Napoleons of Finance are back of it but apparently the creditors could not understand that.

At any rate after several months of operating the assignees advertised their willingness to sell the road at private sale for \$20,000, which was about \$2,500 per mile and about a third the cost of the road. Unfortunately for the creditors no buyers presented themselves and they were faced with the necessity of eventually selling the road at public auction.

On June 1st, 1878 service was suspended and on the sixth the whole superstructure of the road as well as the real property was auctioned off at Bedford to the highest bidder. The rolling stock and rail was purchased by B. F. Brown, one of the creditors, for \$9,000 in all. He bid in

the two engines at \$1,000 each and all eleven cars at \$1,200 for the lot. The total debt of about \$27,000 was thus only about a third satisfied except for the small amount realized from the real property.

The week following the sale and upon learning that it was intended to dismantle the road, a special town meeting was held in Billerica to see if the town would advance the money needed to purchase the road from the buyers who were asking roughly \$20,000 for it as it was. Apparently Brown was acting for the creditors in buying in the road. It was stated at the meeting that there was some doubt whether the town had power to spend the money and that it was also doubtful whether a good title to the road could be secured. After some discussion a committee was appointed and the matter referred to them for investigation. Their final report was none too favorable so the matter was dropped. That killed any prospects the road had of continuing operations.

The equipment and iron rail was finally sold to the Sandy River Railroad Company of Maine who moved it to Farmington, Maine and used it to connect that town and Phillips, Maine.

In 1885 the Boston & Lowell built a line from Bedford to North Billerica which closely followed the road-bed of the B. & B. but there was a slight deviation at Bedford Springs.

The former engine house is now, 1932, the freight house at Bedford, but it is not in exactly its original location. The car house was moved and eventually became a garage, but during the early 20's was destroyed by fire. The wood shed has also been moved and is now a barn. Near the section house where the Lexington Branch joins the main line of the B. & M. at North Billerica can still be seen the depression in the ground that was the turntable pit.

The Sandy River & Rangeley Lakes Railroad

The Scenic Route

SANDY RIVER RAILROAD

When S. P. Cashman of Avon went down to "the Massachusetts" on a vacation, he saw something that was mighty interesting, a two-foot gauge railroad. He spent a lot of time looking it over, asking questions, and became thoroughly convinced that it was exactly what North Franklin, back home in Maine, needed.

On his return, he did a lot of talking, particularly to Samuel Farmer, N. B. Beal, and Captain C. W. Howard from up at Rangeley. They listened, were impressed, and took a trip to look over this novelty in the transportation field. Upon their return, they did a little talking of their own and W. F. Fuller, J. W. Porter, and P. H. Stubbs went off to Massachusetts. Abner Toothaker wanted to go along but things didn't go exactly as they should and he had to stay home.

These eight men began to talk railroad and the idea that Franklin County had outgrown ox carts and needed a railroad gradually took form. Farmer went down to Massachusetts again and asked George E. Mansfield, the promoter of the Billerica & Bedford, the line that had caused all the excitement, if he wouldn't come up and tell the people about this two-foot gauge idea. He came, and in March, 1878, he spoke at Strong, Phillips, Madrid, and Rangeley. The idea sounded good and enthusiasm ran high.

The time seemed ripe for definite action so on April 29th, 1878, the original eight men and Mansfield came together and formed a preliminary organization which they called the Sandy River Valley Railroad Company. The idea was to build a railroad from a connection with the Maine Central at Farmington to Phillips, and, if possible, to extend it to Rangeley if the section into Phillips was a success.

Financing such a road was another story. The question asked at every meeting was, "What will it cost?" To answer that question Mansfield called in Thomas Appleton, a civil engineer, and in May they ran a preliminary survey up the east bank of the Sandy river. The answer was roughly \$1,500 a mile and both Mansfield and the surveyor were surprised at the easy grades and long curves available over the route. This survey became known as the Appleton Survey, of which we will hear more later.

The towns to be served were as anxious to see the road built as the inhabitants of the surrounding areas and as a help to the company the towns of Phillips and Strong loaned their credit. Strong loaned \$9,000 on June 22nd and Phillips \$14,000 on June 10th, however, the town fathers of Phillips must have been a little skeptical about the construction of the road for they wrote into the agreement a clause that stated a train had to run into the town over the proposed road on or before November 20th or they would not pay one cent on their stock subscription. The two towns of Madrid and Rangeley, after seeing what actual-

ly was going to be done and after being assured that the road would be a benefit to them, also loaned the railroad company their credit.

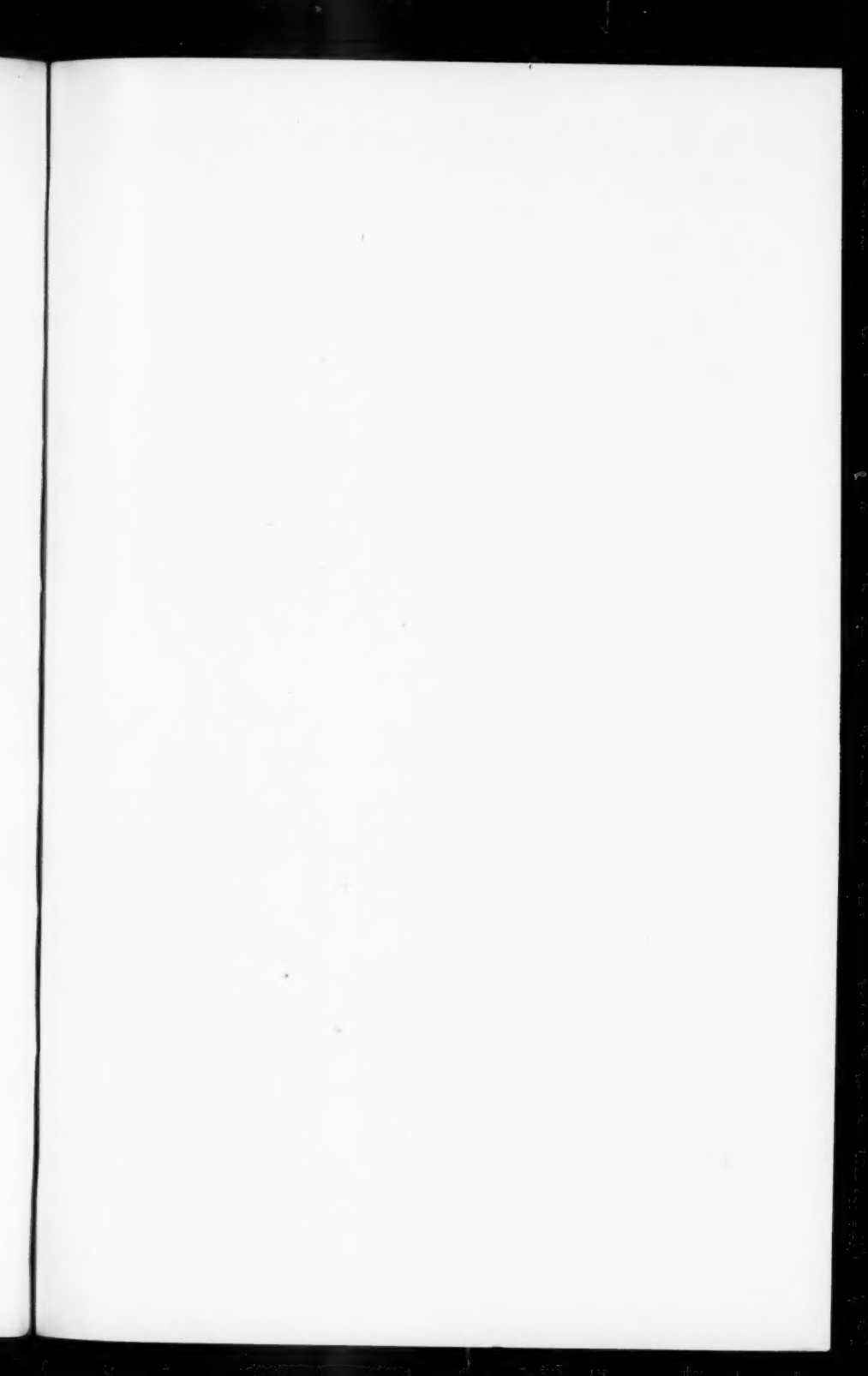
These credit loans encouraged the company mightily and on July 4th, 1878 a big celebration was held in Phillips. Amid music from several local bands, speeches from everyone who could think of something to say, ground was broken. Just what the breaking of ground at this time, and at this place, was for is still something of a mystery, but it was mighty impressive.

The preliminary organization's main problem was to get enough stock subscriptions to assure the granting of a charter when applied for. Private individuals were slow in subscribing although many gave a right-of-way across their land, should it be required. Meeting after meeting was held but with little results. Enthusiasm was plentiful but it never reached the point where anyone would sign for stock. Several of the members of the organization doubled their subscription in an effort to encourage others but now the question was "Will it pay?", something no one could answer for sure. Hard cash in that section was not plentiful and those who had laid something by for a rainy day did not wish to see it go into an enterprise from which they would receive no returns.

In January, 1879, the directors went to Boston in an effort to raise cash and came back with an offer to take \$20,000 in stock provided the company could show local subscriptions of a like amount. This meant that an additional \$16,000 had to be subscribed before the offer could be taken up. The offer finally boiled down to the fact that a Mr. A. L. Brown of New Hampshire owned the rolling stock of the former Billerica & Bedford which he valued at \$32,000 but was willing to trade it for \$20,000 in stock of the new company provided there was no mortgage on the road or preferred stock. In other words, no bonded indebtedness. The equipment owned by Brown consisted of two engines, a passenger car, a combination car, two convertible excursion cars, an end-platform type box car, and six flats.

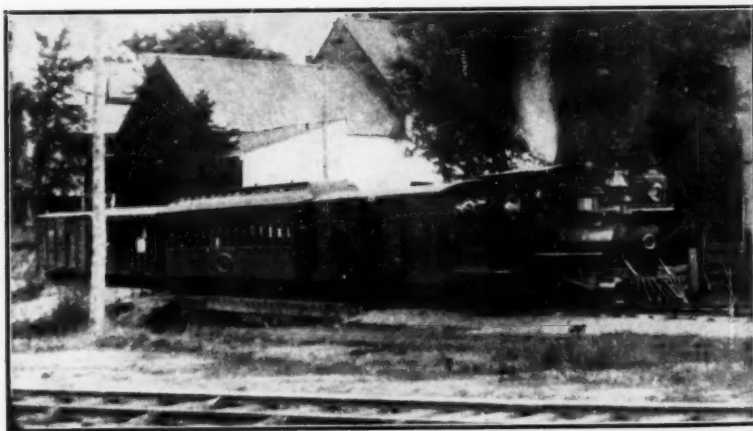
This offer put renewed life in the enterprise and the promoters had better results in raising money although it still did not flow in. Enthusiasm took a more concrete form. Some of it expressed itself in the forming of a Railroad Aid Society on February 3rd with N. B. Beal as president. This society put on plays, had outings, dances, lectures, suppers, and other forms of entertainment, the proceeds from which were banked until a permanent railroad company was organized. When this was done the money was to be turned over to a treasurer appointed by that company, with no strings attached. Their efforts were rewarded by quite a bit of cash which the final company was glad to get.

A meeting was called for March 24th, 1879 at which time it was certified that \$60,000 worth of stock had been subscribed of which 5% had been taken up. With only \$3,000 in actual cash on hand, it was decided to forget the extension to Rangeley for the time being. That didn't please anyone north of Phillips but it couldn't be helped. The following day the approval of the Maine Railroad Commission was endorsed upon the articles of association. On the 31st the Secretary of State dated and issued the certificate of organization.





Sandy River #1, 0-4-4, Hinkley, 1877. Ex. B. & B. "Ariel." 8x12", 30", 22000 lbs.



Sandy River #2, 0-4-4, Hinkley, 1877. Ex. B. & B. "Puck". 8x12", 30", 22000 lbs.

The temporary directors called a stockholders' meeting to be held at the Town House in Phillips on April 8th, 1879 for the purpose of electing a Board of Directors. Those elected were Abner Toothaker, N. B. Beal, W. F. Fuller, A. L. Brown, P. H. Stubbs, Stephen Morill, and Samuel Farmer. Immediately after the stockholders' meeting a directors' meeting was held at which Toothaker was elected president; Stubbs, clerk; and James E. Thompson, treasurer. The approved charter immediately went into effect. This called for \$69,000 in stock, a \$50,000 bond issue, and titled the company the Sandy River Railroad Company. The old title, Sandy River Valley, was dropped and from then on all business was transacted under the new name. In fact, the change was brought about by the constant use of the shorter title, the full name being seldom used. The road was frequently referred to as the Sandy River Narrow Gauge Railroad, even on official papers, but this title was not correct. Only one name caused any resentment and that was when the Portland press persisted in referring to "the Farmington Narrow Gauge." The Phillips paper retorted that any other name would smell sweeter.

With the organization completed, Brown transferred the title to the equipment over to the new company. In turn he received his \$20,000 in stock. Several years later, when the road had a decided deficit and the stock had dropped to only a fraction of its face value, the company sent a representative to see Brown and offered to buy his stock at market value. It appeared the little road was not going to last very long so Brown jumped at the chance to unload a supposedly worthless block of stock. If he was still alive thirty years later, he lived to deeply regret that transaction.

There was nowhere at Farmington to store all the B. & B. equipment so it was strung out along the line of the Maine Central from Farmington to Portland. The two passenger cars were in Portland while a few of the flats were brought to Farmington. Mansfield took the two engines and went to Boston where they were turned over to the Hinkley Works, the original builder, for alterations desired by the company.

Both engines were built to burn hard coal but they were converted into wood-burners for good hard wood was plentiful at \$2.00 to \$3.00 per cord. Coal delivered at Farmington would have been much more expensive although at a later date the engines were again converted to coal-burners but this time to burn soft coal. Several other alterations were made which were more apparent. A sand dome was added and the bell mounted on top of it. The headlight and cowcatcher were taken off the tank end and mounted on the boiler end. The little diamond stack was removed and a wood-burner, hopper-type stack mounted in its place. Finally, the names were painted out and new names and numbers added. The "Ariel" became "Dawn" No. 1, while the "Puck" became "Echo" No. 2.

As soon as Mansfield felt work was progressing satisfactorily on the engines, he hurried to Farmington to construct an engine house in preparation for the arrival of the engines. He had been appointed super-

intendent by the Board and a more energetic and enthusiastic man could not have been found.

Owing to their agreement with Brown, bonds could not be issued to help cover the cost of construction so the Directors voted to place an extra assessment on the stock. This was voted down as impractical for they were having trouble enough collecting on the subscriptions as it was. The alternative was to increase the capital stock to \$100,000. This was voted on and passed April 26th. Brown agreed to take \$19,000 of the new stock but before the rest of it had been disposed of, a share with a par value of \$50 was selling for \$10. In some cases farmers paid for their stock with cordwood and ties.

Several different routes were surveyed between Farmington and Strong but the only difference was a matter of elevation, all more or less followed the Sandy river. Between Strong and Phillips two main routes were surveyed. By far the best, known as the Appleton Survey, went up through Crosbyville and West Freeman and entered Phillips from the north very much as the Phillips & Rangeley Railroad did some years later. This line followed the east bank of the river the entire distance, had easy grades and the curves were few in number. The second route followed the east bank of the river, had sharper grades and was made up almost entirely of curves.

The route finally chosen between Farmington and Strong took advantage of the river valley but was high enough to escape the spring freshets. Between Strong and Phillips a matter of \$1,500 difference in cost of land caused the company to choose the second route.

With the final survey run, a petition of location was put before the Railroad Commission on April 14th and was approved on May 26th. In the meantime bids were invited and on May 22nd a contract for construction of the entire line was executed with T. & R. Shanahan.

The Shanahans got everything in readiness to begin work as soon as the final survey was made and the plan of location filed with the Clerk of County Commissioners. This was done on June 3rd, 1879 and two days later the contractors broke ground at the Farmington terminus.

Only fifteen men were put to work grading for the contractors had been unable to obtain any rail. After some delay the iron off the B. & B. was purchased but it wasn't until July 28th that actual track laying began. The scarcity of new rail was caused by the abnormal railroad expansion throughout the country. To encourage the speed of construction, certain enterprising citizens erected a boarding tent where the grading gang was working and moved it as the grade crept towards Strong, always keeping within easy walking distance of the point of greatest activity.

Although the work progressed fairly rapidly, it became apparent that unless something was done it would be impossible to get a train into Phillips in time to save the credit loan. The problem was put squarely up to the contractors and on September 3rd the section from Porter Brook trestle, just west of the town of Strong, to Phillips was released. Again bids were requested and on September 11th a contract was executed with Patrick Maney for the construction of the released section. With

two contractors working on the line, and subcontractors handling the heavy bridging, things began to pick up.

The cost of labor for grading, ballasting, trestling and laying the 25-lb. rail was found to be \$1,500 a mile. This cost was ridiculously low, considering the topography of the section through which the road was built. When completed the line was made up almost entirely of sharp curves and steep grades. The part of the track that was not so made up was a trestle and the company pointed with some pride to the fact that there were seventy-four of these structures in the eighteen miles between Farmington and Phillips. The largest trestle was over the Sandy river at Phillips and was eight hundred and fifty feet long and forty-two feet high. Practically all of these bridges were eventually replaced by fills or stone culverts for the company almost immediately found them a source of danger and expense.

The two engines arrived at Farmington on September 13th and on Thursday morning, the 18th, the "Echo" was fired up and run to the end of steel, about a mile and a quarter north of Farmington, and back. The trial run proved satisfactory so that afternoon she went to work pulling a steel train. Previously the flats used to haul rails and ties up from Farmington had been pulled by teams of horses.

After a slow start, the grading proceeded rapidly north from Farmington, past Fairbanks' Mills and on to Strong. The rails followed at a more sedate pace. The grading gang smoothed off the Strong yard, finished up to the Strong bridge, and went back to help with the steel laying. Maney was shoving the grade right along on the far side of the bridge but was not satisfied with the progress so stuck another gang up at Phillips with orders to level off the yard there and then proceed on towards Strong. On the morning of October 20th that gang struck. It seems they resented the poor grade of rum they were furnished at twenty cents a drink. Local authorities on what constituted good rum checked on the supply and agreed they had cause to strike. That afternoon another gang took over. Labor was fairly plentiful for local boys were glad to earn the "dollar and ninepence a day" shoveling dirt.

Four days later a second construction train was put to work running between Farmington and the end of the track, a half mile south of Strong.

Early on the morning of Monday, October 27th, Railroad Commissioner John F. Anderson, of Portland, and Mansfield rode the cow-catcher of the "Dawn" to within a quarter of a mile of Strong Village on an inspection tour. Anderson was greatly impressed by the ease with which the engine rode the newly constructed track and if there is any better place to test the riding qualities of new track than on the cow-catcher of an engine, no one had yet found it. There was only one place that he didn't think much of and that was a real sharp curve four miles south of Strong. It really must have been sharp for the contractors had seen fit to put in a guard rail. This curve was soon changed but in spite of it the Commissioner gave his permission for the operation of the line as far as Strong.

At 1:20 P. M. of the same day the "Dawn", pushing a box car, entered the village. Benjamin True was engineer with Frank Lowell firing. The first passenger train arrived on the morning of November 11th, loaded down with visiting railroad and state dignitaries, all giving the new road a thorough inspection. On this trip S. L. Twombly was engineer while G. E. Mansfield, superintendent, acted as conductor and guide. Two days later the first regular passenger train arrived from Farmington, bringing in "sixteen passengers and a Frenchman", as the local paper put it.

Steel north from Strong reached Porter Brook trestle and stopped while the contractor, with such local help as was obtainable, wrestled with that imposing structure. Time pressed so the steel jumped the stream and began again on the far bank. Steel brought up from Farmington was unloaded, hauled across the gully, and again loaded on flat cars to be hauled by teams to the point it was needed. The contractors begged for extra labor for the time allowed for construction was getting uncomfortably short. "Give a day's work to the railroad" became the battle cry and lawyers, merchants, clerks, farmers, and men from all walks of life turned out, rolled up their sleeves, and put in a free day's work, not one day but several. The inhabitants of northern Franklin County were determined the railroad should be built.

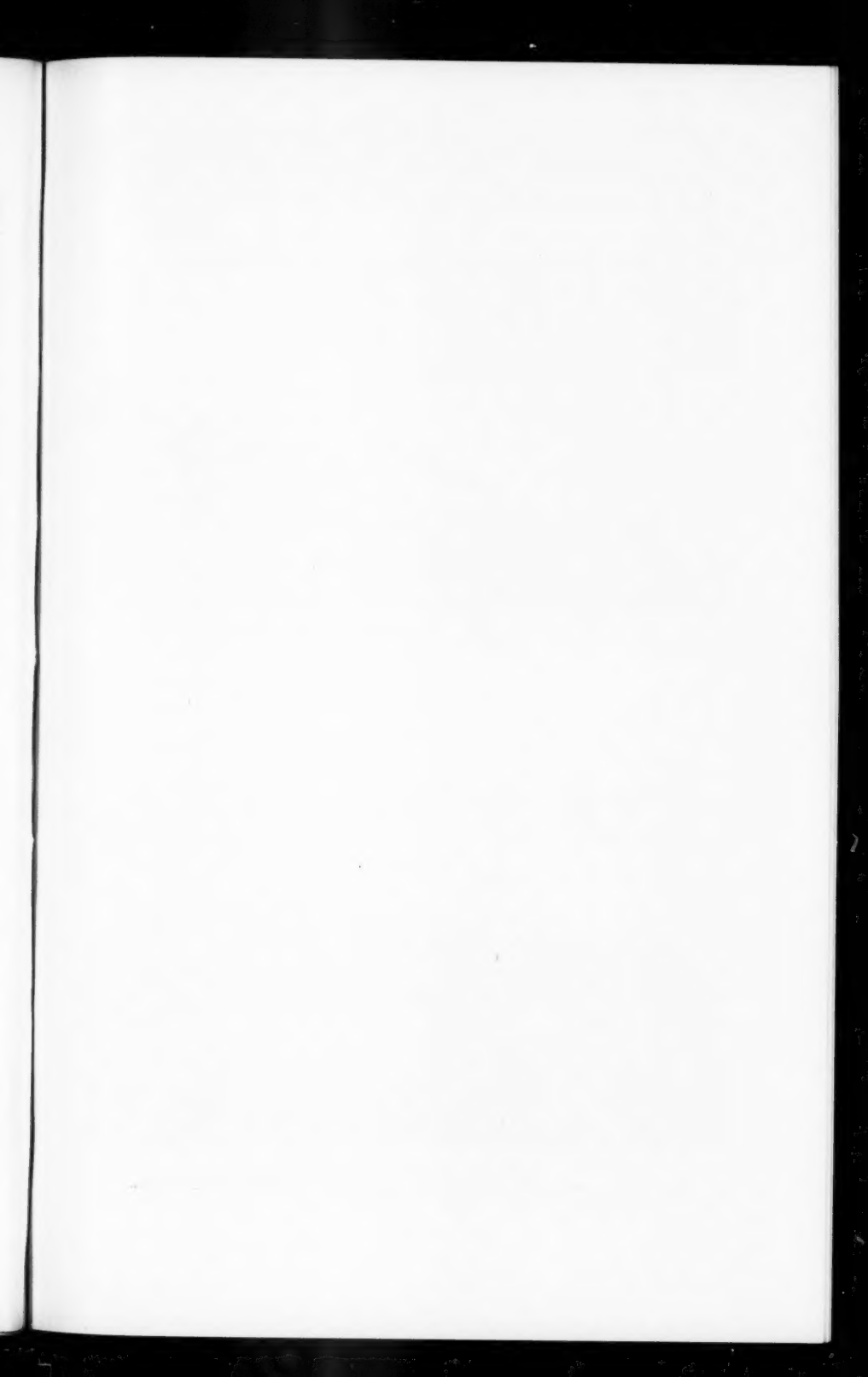
Strong trestle was completed on Sunday, November 16th. At exactly noon the "Echo" slowly pushed a car of iron over the structure and proceeded to the end of steel, approximately four miles further on. The completion of the trestle removed the main obstacle in the path of construction for now trains could run straight through without that bothersome transfer across Porter Brook.

Everyone worked steadily through Monday, Tuesday, and Wednesday. The volunteer labor dropped ties, distributed spikes and plates, unloaded and brought steel forward while the workmen completed the work. A severe snow storm on Tuesday, which put nearly a foot of snow on the ground, was ignored completely. Wet and cold, the men labored on.

The Phillips bridge was reached and crossed Wednesday night at dark. As the light began to fail bon-fires and lanterns were lit and dotted the line from the bridge to the highway just inside the town line. At nine o'clock the track crept across the line into the Town of Phillips and the gangs knocked off, weary but triumphant. The ballasters kept going until dawn, getting the track in shape to be used.

The cars did not cross the bridge into Phillips but waited on the far side. The "Echo", or No. 2 as we had better start calling her, with a string of empty flats was in front while behind her stood No. 1 with a coach.

Thursday morning, the 20th, the final day allowed for construction, at five o'clock, the country side was rudely awakened from deep slumber by the long and persistent blowing of the engine whistles. Lights began to twinkle and soon people began to appear, all headed for the bridge and the source of all the commotion. As the crowd increased the whistle on No. 2 began a crude, but recognizable, rendition of "Yankee Doodle"





Sandy River #3 and train at Strong about 1885. Porter, 1883. 9x14", 32", 26000 lbs.



Sandy River #4, 0-4-4, Portland, 1891.

First train of pulpwood on K. & D. R. at Kingfield, 1908. 10½x14", 33", 36000 lbs.

while No. 1's whistle filled in the gaps. The ceremony of entering Phillips had begun!

Mansfield and a Mr. Flood walked out on the trestle and gave it a thorough inspection then signaled Twombly who brought No. 2 gently over and returned. At noon No. 2, with flat cars and many people aboard, again crossed the bridge, passed the long curved trestle and headed for Phillips but stopped just before crossing the line. Although the day was stormy, about five hundred people were present to listen to the speeches. At 1:15 No. 2 slowly nosed across the line amid the shriek of the whistles and wild applause. After arriving at Phillips both trains loaded up with people and made a round trip to the bridge. At 2:30 both trains departed for Farmington, No. 2 for another load of iron and No. 1 on the first official passenger trip. The road was declared open for business. The people dispersed to await the arrival of the trains in the evening.

As early as seven o'clock the people began to gather again and soon a huge fire was roaring in a field near the stopping place. The iron train arrived at 7:30 and reported the passenger train close behind. Two hundred, or more, people were now waiting by the fire and as the moments sped and the train came not, some anxiety was expressed. A few hearty souls started down the track and about a mile and a half out they found the train with the rear drivers on the ground. With the help of some convenient sleepers she was finally rerailed and proceeded to Phillips.

The real celebration was held on December 30th at Phillips and was an affair such as the town had never seen before. It began at church with a prayer. This was followed by speeches from all the company officials, the town officials, the local financiers, and anyone else who felt inclined to say something. That out of the way, the crowd moved over into Lambert and Fuller Halls where some real conscientious eating was done. After that Towle's Quadrille Band took over at Lambert's while the Dixfield Band tried to outdo them at Fuller's. Yes, it was a wonderful celebration!

The company located their shops at Phillips. To begin with these shops consisted only of an engine house, built of wood and containing two pits, and a turntable. A water tank was built near the house and covered to protect it from the weather. During the early part of 1880 a repair shop 56x20 feet, with an engine pit running the entire length, was built, also a blacksmith shop built adjacent. A substantial woodshed 84x20 feet was also built and the original engine house greatly strengthened. The repair shop had one track which would hold two engines. For years the only tool this shop contained was one thirty-inch swing engine lathe. A blacksmith's post drill, a forge, and an anvil were placed in the blacksmith shop. Power for the drill and lathe was furnished by a small 5 H.P. engine piped up to the spare locomotive.

The stations built by the company along the line were of the conventional platform type except at Phillips, Strong, and Farmington. At these three towns stations with enclosed passenger tracks were built. The train entered and left through large swinging doors which during the winter were kept closed until just before train time when they were

opened but were closed again right after the train pulled out. A track was built around the station to allow freight trains to pass without running through the station. All three of the stations were later removed. The Phillips and Strong stations were rebuilt on the lines of the standard Maine Central structures while the one at Farmington was of the open shed type, the Maine Central and the narrow gauge using the same station building but having independent train sheds. The original stops on the road were at Farmington, Backus Road, Fairbanks' Mills, McLeary Brook, Strong, Avon, and Phillips.

The road started business with only seventeen men on the pay roll and with a total expense of less than twenty dollars a day. Mansfield was also conductor for he claimed that a superintendent's place was on the road and he might as well be doing something while there. An engine on a round trip to Farmington took less than a half cord of wood, when pulling a fairly light train.

A second wreck occurred on December 4th when a gravel train, backing out of Phillips, hit a broken tie sticking up between the rails. Two cars were tipped over but no one was hurt as the men riding on top of the gravel jumped before the cars went over.

On January 21st, 1880 Mother Nature gave the road an idea of what to expect every winter when a snow storm, followed by rain and sleet, covered the ground with a glassy coating a foot thick. The next day the road was tied up tight for one engine was disabled and without help the other couldn't even reach the main line. Some people began to wonder just how much good that railroad was going to do them if an engine couldn't force its way through a foot of snow with a little ice on top.

The permanent crossover at Farmington, where the narrow gauge crossed the standard gauge Maine Central station track, was not installed until some time after the line had been put in operation. A diamond had been ordered but owing to the fact it was a special job it took some time for the manufacturer to assemble and deliver it. Until the diamond arrived a wooden crossover was used, a sort of bridge over the standard gauge tracks, which could be easily removed when not in actual use by the narrow gauge.

This makeshift affair was responsible for the first bad wreck on the road. It was customary for the passenger trains entering Farmington yard to pull the pin on their engine, while still in motion, hurry her over the crossover, into the turntable track, and allow the cars to drift on down over the crossover into the station track.

One afternoon Daniel Huff, a former New York & New England engineer, brought his train into Farmington and proceeded to begin the ritual of making the customary flying switch. He bunched the slack, the brakeman pulled the pin, and he lit out for the switch on the other side of the crossover. Everything went fine until the engine hit the temporary crossing when, owing to the fact she was running too fast, she jumped the track and before Huff could unload turned bottom side up. In so doing she cleared the crossover and the cars, after safely negotiating the crude affair rolled merrily into the station track as if the entire maneuver had been a success. The conductor, who was also the superin-

tendent, saw the accident and as soon as he made sure the cars were safely tied down he rushed back to the engine in time to see a highly indignant, but otherwise unhurt, engineer crawl out of the smashed cab. Huff took one look at his engine, turned to the approaching superintendent and said, "There is your damned rabbit, flat on her back", a fact that could not be disputed. Needless to say no more flying switches were made while the wooden crossover was in use.

The flying-shift method of spotting the passenger train was also used at Phillips, the engine being cut off just above the highway crossing. She would then dash ahead and into the roundhouse track while the coaches would roll down the slight grade to the station. No trouble was ever experienced except at one time during a particularly hard blow the wind stopped the cars before they got to the station and the engine had to come back and push them in. As a precaution the doors on the far end of the station were always opened, just in case the brakeman couldn't get them stopped.

During the early years of the road's operation, engine #2, Joseph Marcue, engineer, was the regular engine while #1, Stephen Twombly, engineer, was the spare engine. Marcue and Twombly received \$2.00 per day each while their firemen received \$1.35 each. Later the rate was lowered to \$1.75 and \$1.20. On March 15th, 1880 both Mansfield and Toothaker dropped out of the picture. Nathaniel B. Beal became president, conductor, and mail and express agent while Joel Wilbur became superintendent. On March 15th, 1881, Beal became superintendent and D. L. Dennison became president. Wilbur was placed on the Board of Directors. The following year, March 15th, 1882, Beal again became president with Dennison as superintendent. On March 15th, 1883, Dennison dropped out and Beal took over the position of superintendent along with his other offices.

But to get back to the operating employees. Rand Harden was baggage master and incidentally acted as brakeman. William Wag was road master. Charles Stewart was section foreman at Phillips, a Mr. Jackman at Strong, and a Mr. Rowe at Farmington. Each foreman had six miles of track under his care. Section men and laborers received \$1.10 per day. Joseph B. P. Jones was the first master mechanic and received for a twenty-four hour day \$2.25.

Jones held the position only a very few months. It was part of his job to act as spare engineer if Twombly or Marcue was not available. During a severe snow storm he took #1 and started ahead of the morning passenger train as pilot. One mile out of Phillips the snow became so thick it obscured his vision and before he realized it his engine passed out on a curved trestle at an excessive rate of speed which caused her to topple over. The engine was thoroughly smashed while Jones and his fireman were badly hurt. Both men were sent to the hospital and ultimately recovered but Jones never came back to the narrow gauge.

The engine was righted, hauled to the engine house by ox teams and stored until a new master mechanic could be found to recondition her.

After some time Manassa Saunders was brought over from the Portland shops of the Eastern R. R. and was elected and appointed

master mechanic by the directors in 1880, Joel Wilbur, chairman. He continued as such until 1892.

Saunders made an excellent job of repairing #1 and soon had her back in operation. The only alteration apparent was the balloon stack that was mounted in place of the little hopper stack which had folded up when the engine crashed.

At the first annual meeting of the stockholders they voted to mortgage the road for enough to clear the company of debt and to put the railroad in good condition. Consequently on June 23rd, 1880 the directors mortgaged the road to the Maverick National Bank of Boston to secure the issuance of \$50,000 in 20 year 6% gold bonds, the interest payable semi-annually. The bonds were to fall due on May 1st, 1900 and the company had no difficulty in disposing of them at par plus accrued interest.

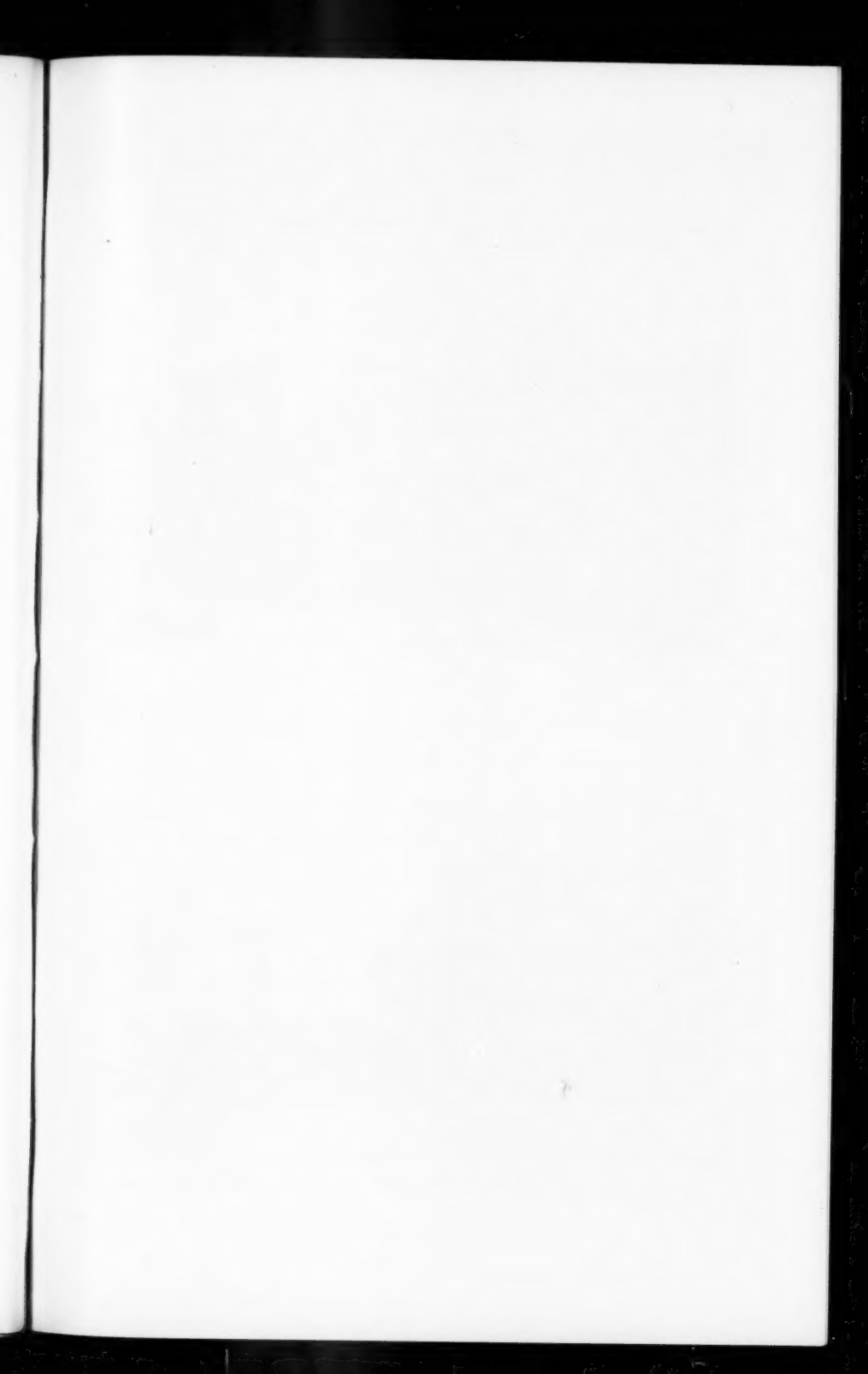
With sufficient funds on hand the management spent the remaining open months of 1880 improving the road generally. Between Strong and Phillips new ballast was put under the ties, dumps and cuts widened, track surfaced and lined, new ditches dug, additional stringers, girders, braces, guard-rails, and extra supporting benches put on trestles. This work the company estimated cost \$1,500 and was charged against the account of Maney as an offset against the expected suit against the company. The lattice bridges at Strong were looked upon with some misgivings so diagonal braces and iron supporting rods were put in. The whole was then covered. The bridge at Phillips was given a corrugated iron roof.

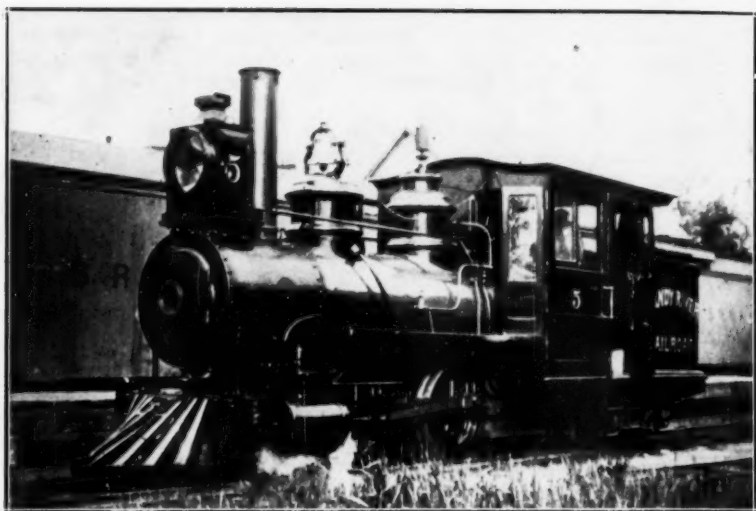
During the summer a very severe drought dried up the road's water supply and came very close to tying up the whole road. As soon as the well at Strong went dry, the company had it dug twelve feet deeper where they were lucky enough to come upon living water. This and a new tank at South Strong practically assured them of a continuous supply of pure, running water.

As anticipated the company was unable to settle with the contractors, T. & R. Shanahan and P. Maney, on what was considered just terms. After suit was brought by the Shanahans, all demands between them and the railroad company were finally submitted to referees who made an award of \$2,471.69 against the company for alleged breach of contract and extra work, to be paid when it was relieved from liability on account of trustee suits and lien claims.

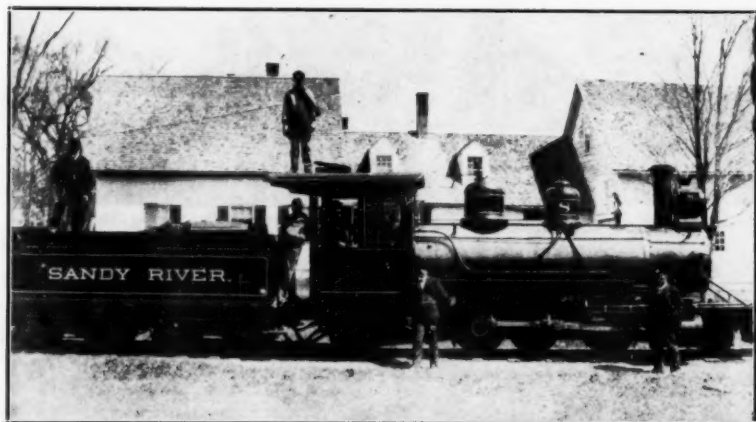
Two suits were brought by Patrick Maney; one for extra work and the other for breach of contract. These suits were also referred and the awards opened at the final 1880 term of court in Androsceoggin county. The awards relieved the company in one case of all claims of alleged breach of contract, but in the other case there was an award of \$1,000 to be paid when the company was relieved of lien claims.

Out of the money realized from the sale of bonds all liens and claims were paid, including the awards from the two suits, and the company found itself out of debt except for the bonds due in 1900 and the semi-annual interest.





Sandy River #5, 0-4-4, Portland, 1891. 10 $\frac{1}{2}$ x14", 33", 36000 lbs.



Sandy River #8, 2-6-2, Baldwin, 1904. 13x16", 33", 52000 lbs.

No additions were made to the rolling stock before 1881 except a snow plow which was built in the company shops during the summer of '80. Late in '80 the management contracted with Wm. H. Dyer for three flats to be delivered in the early spring of '81.

During the early part of the winter, about October or the first part of November, of 1880 the directors brought up for consideration a plan to extend the road from Farmington southeast to Gardiner, Maine on the Kennebec river. The extension would have been about forty miles long and have furnished the narrow gauge with an outlet independent of the Maine Central by connecting with steamboats running on the Kennebec between Gardiner and Boston. The board was very much in favor of the extension but when individuals and towns along the proposed route were approached relative to financing the work the results were so discouraging the company gave up the idea.

It seemed that Nature tried her best to close the road down during the first few winters of its existence. The snow storms were terrific. At Fairbanks the snow cuts would be above the tops of the cars and at times a train would get stuck for twenty-four to forty-eight hours. The conductor would bargain with the farmers along the line to feed the crew and passengers. To meet just such an emergency small wood-sheds were built every six miles along the line. Water for the engine was obtained by shovelling snow into the tank and blowing steam back through the injectors. In 1884 a passenger train was three days covering the 18 miles between Farmington and Phillips. The drifts were so deep in places that the snow had to be thrown up a second time to get it clear of the track. That is, a shoveller threw the snow from the track to a shelf cut in the snow above him while another man threw it from the shelf to the top of the drift. Ever since the first winter it was a constant battle between the weather and the railroad, snow blockades in winter and rushing torrents that washed the line away in spring and early summer.

The snow plows used during the winter of '79 were small sheet iron affairs bolted to the front ends of the engines. The construction of a large plow in time for the winter of '80 greatly simplified matters although it was rather light for the work imposed upon it. It has been claimed that the first 8-wheel snow plow was built in 1886.

The first flanger was a simple V shaped affair fastened to the draw bar of a flat car and operated by a long lever. No covering was provided for the operator and it was a terrible place for a man in bitter cold storms. Timothy Stewart, a section hand, was given the doubtful honor of being its operator. Later on Saunders built a 4-wheel covered-in flanger with coil springs and standard type of flanger. It rode hard but had a stove and was comfortable.

Gradually the company added to the freight equipment until by the first of 1882 they had four box cars and seven platform cars. So far as equipment was concerned the road was steadily growing. As to actual earnings, the company was not doing so well. The September, 1880, report placed the net profit for the first year at \$383.69. The first two months of 1881 were unusually severe and the operating expenses sky-

rocketed. For the same reason there was an alarming decrease in passenger and freight revenue. Conditions finally righted themselves but the damage was done and the year closed with exactly \$18.32 in the treasury.

When the stockholders met on March 15th, 1882, and learned of the fix the treasury was in, they voted to execute a second mortgage against the road to improve the rolling stock and road bed. Bonds dated November 1, 1882 were therefore issued to the amount of \$30,000. The directors were a bit more far-sighted and not quite so panicky so held the bonds in reserve and themselves carried the floating debt of \$19,987.46.

During the following year the gross revenue failed to keep pace with the expenditures on improvements and naturally the company ended 1883 with a deficit which amounted to \$2,565.34, not including the floating debt which had steadily increased.

One of the greatest improvements during the year was the re-location of the track at Farmington to avoid a sharp curve and trestle. Twenty-four of the wooden trestles along the line were replaced by stone culverts. At Phillips a car house 100 feet long was built. In the way of equipment, the company purchased two passenger cars, two box cars, and seven flats. They also brought in another engine. This was #3, an 0-4-4 Forney type built by H. K. Porter Co. Unfortunately the engine proved too heavy for the light rail and was seldom used until heavier rail was laid a year or so later. Even then the engine was not looked upon with much favor. All this new equipment cost the company \$12,148.86 which was not added to the floating debt but allowed to stand on the books.

This addition to the equipment brought the total amount owned up to three engines; four passenger cars, one of which was a combination passenger and baggage car; an excursion car; a baggage, mail, and express car; a saloon car; ten box cars; seventeen flats; and the snow plow. The saloon car had not previously appeared on the reports.

Ten to twelve years later the "saloon" or "parlor" car, of an open or closed type, was quite common on trolley lines which followed the coast or traversed territory of scenic beauty. It was fitted out with easy chairs, tables, settees, and sometimes even lounges. The closed type was invariably ornately finished inside, had deep carpets on the floor and the windows were hung with heavy draperies which were so much in vogue at the time. The Sandy River's "saloon car" was possibly an open car of this type although no one seems to remember it and all description is a matter of conjecture and open to contradiction. On the other hand, it is just possible the car was caboose #1 for that car had a stake body which had the appearance of having been originally one of the B. & B. excursion car bodies.

The excursion cars as purchased from the B. & B. and listed as part of the original rolling stock of the Sandy River were actually never used. The bodies were removed and stored to be converted when necessary into other types of equipment. Not until many years later did the road operate but one excursion car. The original car was built in the Phillips

shops, according to the older employees, from one of the B. & B. super-structures. It was of the end-entrance, center-aisle type of more or less permanent construction with seats running longitudinally while the B. & B. cars were of the side-entrance, convertible type with stake bodies and seats running across the car from side to side.

The heaviest traffic was during the winter when sled after sled of timber and lumber was delivered to the road at Phillips for shipment. The personnel and equipment were taxed to the limit to keep the road open and trains rolling. A large amount of general merchandise and food stuff moved north from Farmington every month in the year.

During the winter the train out of Phillips at 6:30 A. M. consisted of engine and combination car. Freight out of Phillips at 12 N. consisted of engine, combination car, and six or seven cars of lumber which was about all an engine could pull. Service from Farmington to Phillips was about the same. Passenger running time was one hour and fifteen minutes. Freight was one hour and forty-five minutes, or more, depending on the freight to be picked up. Not very fast time was made on the runs. The fastest time from terminal to terminal, 18 miles, was made by Guy Everett. He covered the distance in thirty minutes and although his record stood for some time it was later beaten by a few minutes with heavier power and on better track.

Between September 1883 and September 1884 the freight business fell off about \$2,400 which was wholly caused by the burning of the lumber mills at Madrid, Sandy River Pond, and Letter E Plantation. It seemed to have been a year of fires. The mills at Madrid and Letter E were almost immediately rebuilt but not before the railroad company felt the effect of the fires.

The temporary loss of revenue did not dishearten the company, however, and they continued to better the property. During 1884 a new wood-shed was built at Phillips. This structure was much larger than the old one, being 240x22 feet. Fifteen bridges were taken out and fills substituted in their place.

The cost of these improvements was added to the floating debt which by September 30th, 1884 had amounted to \$28,000. This debt was still carried by the directors.

In 1883 two railroad companies were organized which would probably have benefited the S. R. if they had carried out their proposed plans. Both companies desired to build their road to a 24" gauge so that it would be possible to interchange cars with the S. R. One company, the Franklin & Somerset Railroad Company, proposed to build from South Strong, where connection could be made with the narrow gauge, northeast 17 miles to North New Portland. The other company, the Anson & New Portland Railroad Company, proposed to build from North Anson on the Somerset R. R. northwest 8 miles to North New Portland to connect with the F. & S. Both companies would then form a link between the Sandy River at South Strong and the Somerset R. R. at North Anson.

The Railroad Commission disapproved the F. & S. application for a charter in 1884 but did approve the A. & N. P. on April 4, 1884.

However the disapproval of the F. & S. ruined both company's plans and so nothing was done towards building northwest from North Anson.

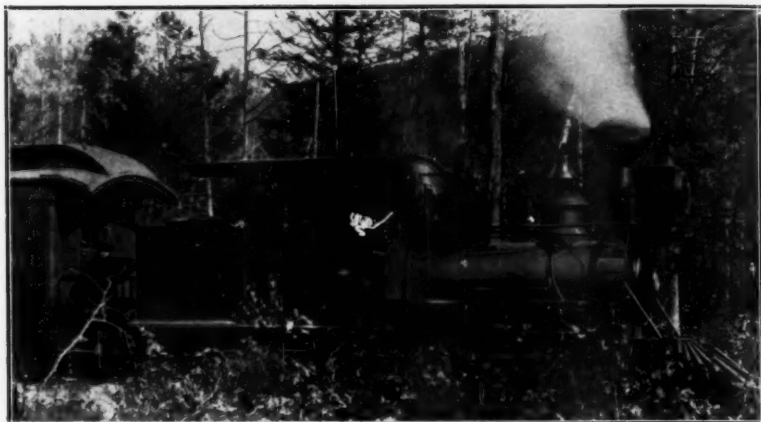
The success of the Sandy River was in a large measure responsible for the setting of the gauge for a proposed road on Mount Desert Island. Although the road had no intention of connecting with the other narrow gauge roads, mention should be made of it to show how the 24" gauge idea had taken hold of the people of Maine.

The Mount Desert Railroad Company proposed to build a line from the water front of Bar Harbor, through the city streets to the base of Mount Desert, approximately 3 miles, where it was to connect with the Green Mountain R. R., a road already in operation. As soon as the company's plans were made known in Bar Harbor, the citizens rose up in arms. They made their living principally from summer visitors who visited the island to enjoy the peace and quiet of its forest covered slopes and they didn't propose to have this peace and quiet broken by the noisy bark of a locomotive's exhaust while passing through the streets. The citizens' protestations were so vehement that when the Commission met on the 16th and 17th of January, 1884, to consider the request for a charter they felt that for the good of everybody concerned it would be best to approve the charter only in part. This approval gave the company permission to build from the town limit to the mountain but forbade them to construct a line through the town. The company made no move to construct the road but held off hoping that public sentiment would change. Apparently it didn't for when the charter expired they were forced to renew it. That was on June 18th, 1889. But to get back to the Sandy River.

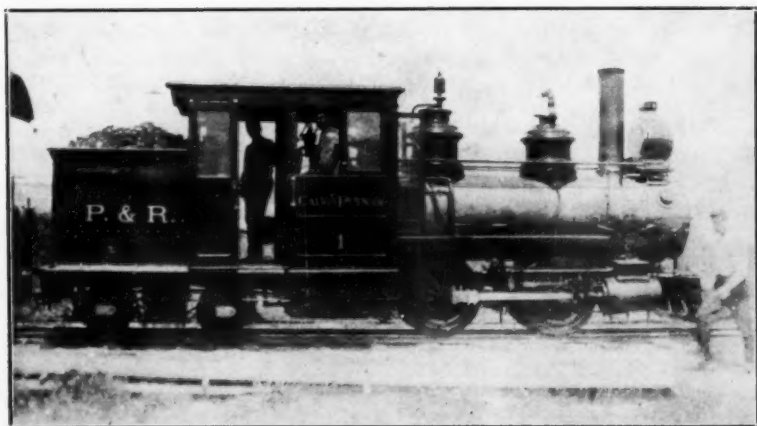
During the year 1885 the S. R. made no noticeable progress. Two box cars were cut down to flats probably because the superstructure was smashed or burnt and there was no money to rebuild them.

At a stockholders meeting held August 31st, 1885 the directors were authorized to purchase the outstanding 6% bonds due in 1900. By authority granted at the same meeting they mortgaged the railroad for \$200,000, but under the terms of the mortgage the issue of bonds was restricted to \$100,000 as long as the road was narrow gauge. Thirty year 5% gold bonds to the amount of \$100,000 were immediately issued to cover the mortgage and were taken by the mortgagee as part payment. The money was used to take up the old bond issue, to pay off all indebtedness, which included the floating debt, and to form a surplus for improvements during the rest of '85 and all of '86. Naturally the bond issue that had been held in reserve was withdrawn as there was no further need of putting it on the market.

No time was lost in making improvements and the fiscal year ending September 30, 1886 found much done. The work of removing the wooden trestles, always a fire hazard, was much advanced. Eighteen of these structures were taken out and replaced by the usual fills and stone culverts. A new hard pine bridge sufficiently strong and with enough clearance to accommodate standard gauge trains was erected over the Fairbanks stream at Farmington. About 7000 new cedar ties were laid and nearly the entire line was reballasted.



Franklin & Megantic #1, "B. V. Meade", 0-4-4, Hinkley, 1884.



P. & R. #1 "Calvin Putnam", 0-4-4, Portland, 1890. 10½x14", 33", 36000 lbs.

As a continuation of the improvement policy, the next year new 35 lb. steel was laid on a large portion of the line. Still more wooden trestles were taken out.

The year 1890 brought its share of trouble to the road. The lumber mills of Packard and Masterman closed down and the revenue from freight promptly dropped. Nor was that the only thing, on the 7th of July a cyclone came howling down the Sandy river and took out the railroad bridge at Phillips. Everything came to a standstill until a temporary wooden structure could be erected. To forestall a recurrence of this nature a contract was made with the Pittsburgh Bridge Company for a new iron bridge to cost four thousand dollars. Time was one of the controlling elements in the letting of the contract and before the first of the year the bridge was in place.

To offset the trouble of the year the company went right ahead with its work. Nine thousand five hundred and forty new cedar ties were laid and all the trestles were strengthened and put in good repair. The narrow gauge was apparently rather hard on ties.

With the opening of the Phillips & Rangeley in 1890, engine #2 went to that road as "Bo-Peep." To replace her the company brought in a nineteen-ton 0-4-4 Forney. This engine was purchased from the Portland Company for \$4,000 and ran as #4.

In 1892 the company purchased one more Portland engine. This engine was of the same pattern as #4 but heavier, weighing twenty tons, and cost the company \$4,100. She was officially known as #5.

Incidentally during '91 the rest of the main line was relaid with 35-lb. steel.

The Wiscasset & Quebec purchased #3 in 1894 and ran her as #1. So far as we know, the company sold only two of their engines to be used on other roads but they constantly added to the number owned. At least two of the engines were Moguls. The first one was purchased from the Baldwin Works in 1893 and was given the road number "2," thus replacing the single unit engine sold to the P. & R.

The second Mogul was purchased second hand from the Laurel River & Hot Springs Railroad, a logging road in North Carolina, where she ran as the "James Wyman." This engine was built by the Baldwin Works in October 1892 but had seen very little service when she came to the Sandy River. She came to the road with a large star on the front number plate and was promptly named by the men "Old Star." Officially she was #3 and took the place of the Porter built engine of the same number.

Quite frequently this engine worked on the Franklin & Megantic. It was the policy of the management to furnish the connecting line such equipment as was needed over and above that owned. For snow fighting #3 was nearly always sent and frequently a lighter engine accompanied her.

Both of these Moguls were rebuilt into Prairie type engines by the Sandy River & Rangeley Lakes Railroad after the Maine Central gained control of the road in 1911. The first, and only, Prairie type engine on the Sandy River was #8, built by the Baldwin Locomotive Works in March 1904.

The little Sandy River line received a blow in 1895 when the standard gauge Portland & Rumford Falls R. R. was extended to Oquossoc. Quite a bit of the freight formerly moved over the narrow gauge was routed over the P. & R. F. but the logging business, which was slowly but steadily increasing along the line, kept the road more than busy. That year the road made a net profit of \$4,600, cut its total indebtedness to \$118,109, and paid a dividend.

During the early part of 1898 the Franklin, Somerset & Kennebec started construction on a road southeast from Farmington with the intention of connecting the Sandy River and the Wiscasset & Quebec. The work was to be done in conjunction with the Waterville & Wiscasset but both companies were subsidiaries of the Wiscasset & Quebec which hoped to eventually consolidate the P. & R., the S. R., the F. S. & K., the W. & W., and the W. & Q. into one system. The Sandy River would not have benefited by the proposed system except on through freight so did not feel that a financial backing of the enterprise was justified. If the management had had foresight enough to see that eventually only the large railroad systems would survive, probably today narrow gauge trains would still be storming up the Sandy river on their way to Canada and the west.

By 1900 the F. S. & K. had partially completed a line between Farmington and New Sharon but when they attempted to connect their road with the Sandy River at Farmington, they ran into trouble with the Maine Central. That road denied the new company permission to cross their property and as this was necessary before connection could be made with the Sandy River, things were brought to a standstill. Without a physical connection between the two narrow gauge roads, the main reason for the enterprise was defeated. Nothing more was done and eventually the rail already laid was removed. Fortunately the work on the W. & W. had not progressed beyond the completion of the final survey.

At the turn of the century the company owned five engines; #1 a Hinkley 0-4-4, #2 a Baldwin 2-6-0, #3 a Baldwin 2-6-0, and #4 and 5, both Portland 0-4-4's. There was in service on the road at this time three passenger cars, a combination, two baggage cars, thirty box cars, and thirty-seven flats besides an assortment of cabooses, plows, flangers, and various types of road cars. This does not necessarily mean these were all the cars owned for there were at least two coaches and a caboose belonging to the company up on the F. & M. at the time.

A parlor car was purchased from Jackson & Sharp Co. of Wilmington, Delaware, in 1901 and was the pride of not only the railroad company but of all Franklin County. The car was built to order and was one of the most expensive additions ever made to the roster of passenger equipment. The "Rangeley" was exactly like any other parlor car, except smaller, and had single seats on each side of the aisle. She was divided into three compartments and would seat about twenty-six passengers; sixteen in the parlor compartment, four in the smoking compartment, and about six in the observation end.

With the increase in weight of motive power and wheel tonnage it was found advisable to relay the main line with heavier steel. The old 35-lb. rail was retained for relay steel although some of it was used to replace the 25-lb. iron of the passing tracks. This work was completed soon after the arrival of #8 from Baldwin in 1904. Engine #8 was the road's only Prairie type and was by far the heaviest piece of power owned by the Sandy River.

It was around this time that Engineer Guy Everett turned a passenger train over on Cook's grade. He was stepping right along when he hit a curve. His engine, #4, jumped the track, turned over, and plowed up the right-of-way for a short distance before stopping. Although the entire train turned over, no one was seriously hurt. There was nothing else to do but fire Everett, and fire him they did, but he soon moved over to the Maine Central and went firing. Eventually he became an engineer on that road.

The company purchased their heaviest single unit engine in 1907. She was ordered from Baldwin, was to carry the road number "16" as she would be different from anything then in service, was to be a 2-4-4 Forney type, and, incidentally, was the last engine purchased by the company before the consolidation. The engine never saw actual service on the Sandy River as she was delivered during the reorganization and was immediately relettered and renumbered.

Although the plan for a narrow gauge system as sponsored by the Wiscasset & Quebec fell through it left the directors of the Sandy River with a firm conviction that such a railroad would be most profitable, if sponsored and controlled by them. They realized that a road to the coast would call for an enormous outlay which possibly would cause bankruptcy before it could be made to pay so they turned their attention to a consolidation of the connecting narrow gauge roads in Franklin County as an alternative.

As an argument in favor of the general merger, the S. R. officials pointed out that under one management each line could be operated cheaper and that any surplus accumulated by the more profitable companies would eventually clear all of debt. It was also pointed out that the travelling public would, in a measure, benefit by the consolidation as would the shippers. It is surprising how quickly a group of officials can do an about face when it finally dawns on them they can profit by a hitherto bitterly opposed proposition.

In spite of all arguments put forth, the Phillips & Rangeley was not at all interested in the consolidation. The lumber company that controlled the railroad saw no reason why they should combine their transportation facilities with that of their rival. The Franklin & Megantic and its subsidiary the Kingfield & Dead River were perfectly agreeable to the merger mainly because both companies, the Sandy River and the Franklin & Megantic, were actually controlled by the same interests and, to a certain extent, had the same officers. This had been the case from the time of the last reorganization of the F. & M.

The controlling interest in both companies was held by Weston Lewis and Josiah S. Maxcy, both of Gardiner, Maine. They, jointly,

owned 997 of the total 1,000 shares of common stock of the Sandy River. Individually Lewis, Maxey and George A. Farrington owned one share each, thus, each man held only one vote out of a grand total of three. The Board of Directors consisted of these three men, Farrington being brought into the Board to prevent a deadlock. As long as Lewis and Maxey agreed, Farrington was out of it but if the two locked horns over something it was up to Farrington. Beal was still superintendent.

Lewis and Maxey were local financiers who had made their money in timber and who had gradually gained control of the narrow gauge as a means of transporting their timber. The railroad also offered a means of profitably investing their money and was only one of the many projects jointly owned by the two men.

Up to 1908 the cost of the road was estimated at \$218,286.26 or \$12,127.01 per mile. This sudden jump in cost per mile over that of 1880 was caused by the inclusion of the cost of material as well as labor. The cost of the equipment was \$82,940.86.

Using the Sandy River, the Franklin & Megantic, and the Kingfield & Dead River as a nucleus the directors went ahead with their plans. A new company known as the Sandy River & Rangeley Lakes Railroad Company was organized and on January 30th, 1908 the three roads were merged into one. This brought to a close the corporate identity of the Sandy River which from that time on was a part of the S. R. & R. L.

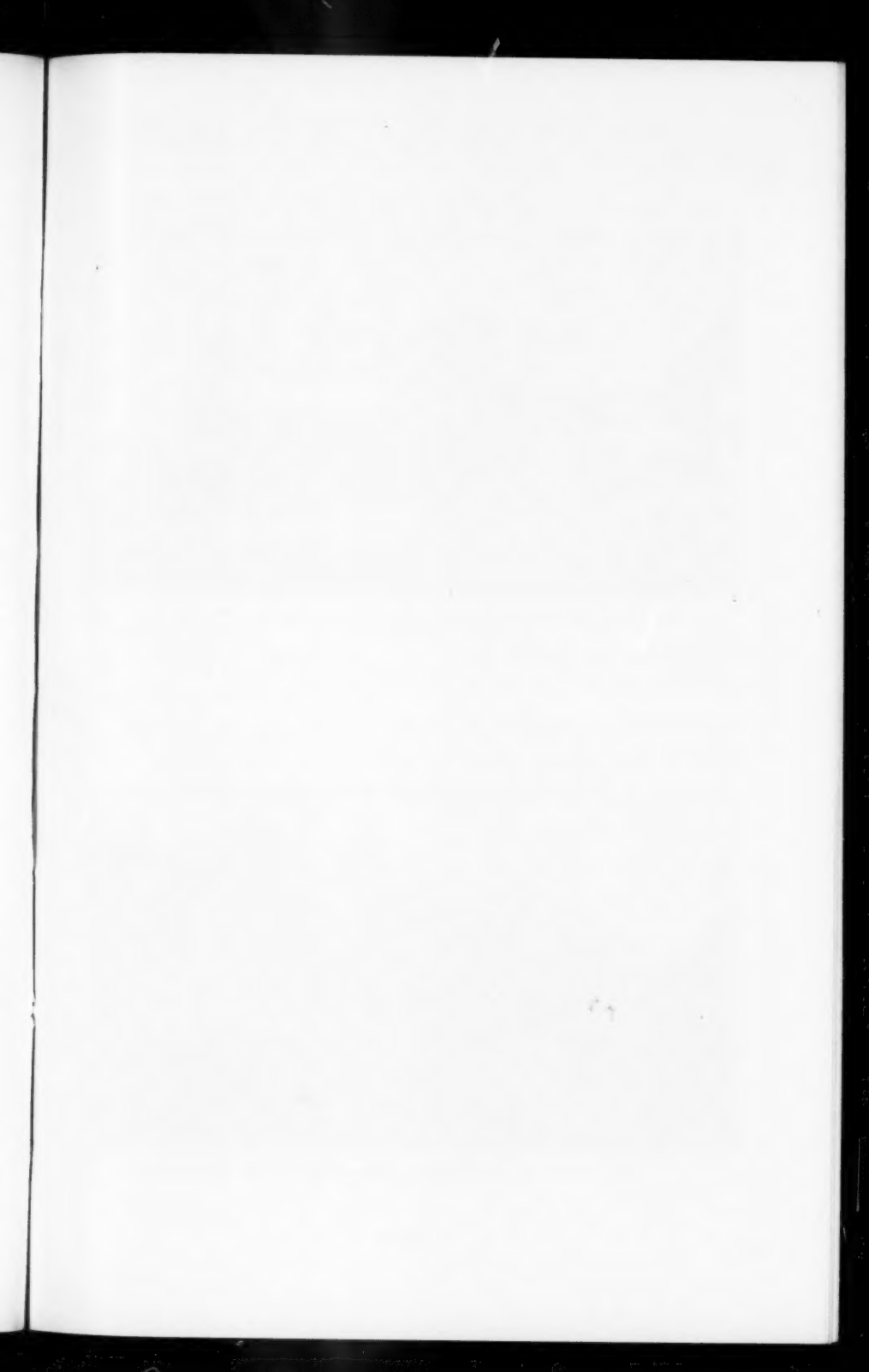
- FRANKLIN & MEGANTIC RAILWAY

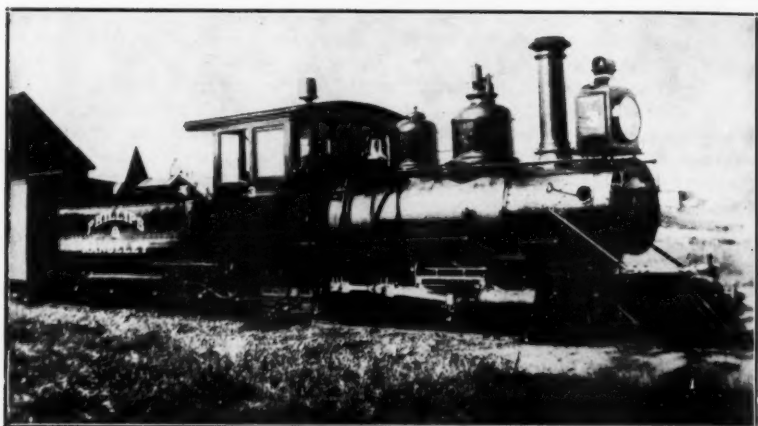
Franklin & Megantic Railroad

The Franklin & Megantic Railroad Company obtained a charter from the State Railroad Commission of Maine on July 1st, 1883, to build a narrow gauge railroad from a connection with the Sandy River R. R. at Strong, north 15 miles to Kingfield, both in Franklin County, Maine. The company's main reason for desiring to build such a railroad was to open the region northeast of that served by the Sandy River. A large part of this territory was still covered with virgin timber and such sections as had been cut over had not been entirely denuded.

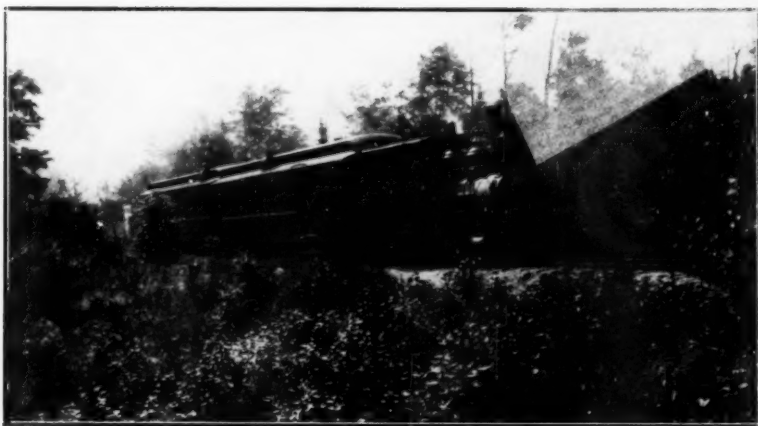
The charter called for a total capitalization of \$50,000 made up of 1000 shares of common stock with a par value of \$50 per share. It also granted the company permission to issue first mortgage bonds up to \$50,000 thus giving the road a total working capital of \$100,000, provided purchasers could be found for the various certificates. However no trouble was encountered in obtaining subscriptions for the total amount of authorized stock. Obtaining the money in payment was another matter.

A general meeting was held at Strong on July 1st, 1884 and the organization was completed. The stockholders elected as directors P. H. Stubbs, J. W. Porter, S. W. Sargent, V. B. Mead, E. A. Winter, John Winter and G. W. Harris. These men in turn elected S. W. Sargent, president; P. H. Stubbs, treasurer and general manager; W. F. P. Fogg, general freight and passenger agent; V. B. Mead, purchasing agent; Frederick Danforth, chief engineer; W. H. Dyor, master mechanic; John Winter, road master and superintendent of bridges, a formidable roster of officials for so small a road.





P. & R. #3, "Geo. M. Goodwin", 2-6-0, Baldwin, 1891. 12½x16", 35", 52600 lbs.
Rebuilt to 2-6-2 type.



S. R. & R. L. #5, 0-4-4, Portland, 1891. Riding thru the forests!

After election of officers, and the completion of such organization business as came up, the financial condition of the company was gone into thoroughly. It was found that \$42,000 had been paid in on the stock subscription of \$50,000, leaving \$8,000 due the company. The estimated cost of the road, when completed, would be \$100,000, leaving \$50,000 to be raised by first mortgage bonds. These were immediately authorized but were not issued until September 15th of that year. The issue was due in twenty years, payable at the Faneuil Hall National Bank of Boston, Mass., and the company realized \$45,000 from the sale of the entire issue.

While the directors were busy trying to get the finances of the company straightened out the 25 pound steel was being pushed steadily and rapidly towards Kingfield. Work had been begun in the early summer and it was the wish of both the contractor and the railroad company to complete the line before the heavy winter snows made track laying practically impossible. The shops and general offices were located at Strong.

On December 10th, 1884 the contractor announced the track completed and turned it over to the company but operations were not immediately commenced. During the winter months the company did considerable grading and ballasting. Although they had a track from Strong to Kingfield it was poorly laid with many sharp curves and steep grades, very much like a logging line. The owners realized that before they could hope to operate many improvements had to be made, hence the postponement of the opening date.

Spring found the road in a much better condition than when it was released by the contractor. As soon as the frost had left the ground the track was reballasted and the state inspection board invited to make their final inspection so that permission to operate could be obtained. The inspectors duly arrived and made the inspection but they found the bridges unsafe and prohibited the operation of passenger trains. The offending bridges were immediately strengthened and the restrictions removed. Even so the board found much that could be improved and never was the road considered in excellent condition during the railroad company's existence. As soon as formal permission was received the company began operating trains over the line.

Probably we should say they began operating a train as the company owned only one engine, the "V. B. Mead" #1, a little woodburning 0-4-4 Forney built by Hinkley. It has been claimed she was the first engine on the Maine narrow gauge roads to be fitted with Eames Company vacuum brakes. For boiler feeds the engine had two Hancock inspirators. Daniel Cushman was her engineer and eventually served as master mechanic for the company.

For rolling stock there were two pieces of passenger equipment, a combination passenger and baggage car and a baggage car, and several pieces of freight equipment, mostly flats. No other passenger equipment was ever purchased although in later years several cars were leased from the Sandy River, both passenger and freight.

The road began operations at a loss and during its entire existence it was seldom out of the red. From December 10th, 1884 to November 1st, 1885 the deficit amounted to \$1,671.45. Besides this the company rolled up a floating debt of \$20,965.17 for equipment and other items such as a new company must purchase before operations can be started. This would include grease, engine oil, paint, fuel, tools, stationery, tickets, timetables, and innumerable other items.

At the annual meeting held November 15th 1885 the company went through a sort of reorganization. S. W. Sargent was reelected president, P. H. Stubbs was made treasurer and general manager while W. F. P. Fogg remained general freight and passenger agent. All other offices were abolished. Cushman, besides being an engineer, acted as master mechanic. To take care of the floating debt a second mortgage of \$30,000 was authorized. This mortgage was to be covered by 10-year 6% bonds. The directors intended to use \$20,000 of the proceeds from the sale to pay that amount of the debt while the balance was to be used to make general improvements. Only \$3,000 of these bonds were ever sold from which the company actually realized only \$1,487.67.

In 1886 the second, and last, engine was purchased, the "S. W. Sargent" #2, a stubby little Baldwin built 0-4-4 Forney with outside frames. Like the "Mead" she was a woodburner but instead of a neat little diamond stack she had a monstrous balloon stack, a typical Radley & Hunter woodburner stack. This particular stack did not last very long for the engine messed herself up soon after she was put in service and in being repaired a small diamond stack was mounted. A new headlight was also installed, a huge affair about six times the size of the original but capable of no more light.

Another distinguishing feature of the "Sargent" was that she had a running board only on her left side, thus leaving the engineer an unobstructed view of the running gear on his side. Her engineer was Charles Baker who, at times, was relieved by a Mr. Goff.

That year the F. & M. built a logging branch known as the Mountain Branch. This spur left the main line at Oliver's Mills, later known as Mount Abram Junction, crossed to the south bank of the Carrabasset river, ran 1.5 miles to Soule's Mill and .2 mile beyond to a log yard called Mount Abram. The track was laid with 40 lb. iron rail.

At the November 1886, meeting Fogg stepped out of the position of general freight and passenger agent and Charles P. Bryant succeeded him with the title of assistant superintendent and general freight and passenger agent.

Each year the floating debt increased, being built up steadily by a yearly deficit. For 1887 there was a deficit of \$2,419.09 and a floating debt of \$27,321.82 which by 1890 had climbed to \$56,099.40 with a deficit for the year of \$2,948.86. Besides these two items there was the funded debt of \$53,000 consisting of a first mortgage for \$50,000 and \$3,000 outstanding on a second mortgage. The remainder of the second mortgage bonds, amounting to \$47,000, were held in reserve. Partly as a result of this condition there was a general election of officers and shifting of duties in 1890. V. B. Mead was made president, P. H. Stubbs remained as

treasurer but also became clerk while F. S. Mead was appointed superintendent. This change of officials did little, if anything, towards bettering conditions.

By the end of 1890 the company had accumulated quite a number of freight cars; thirty-two in all and six road cars.

In one way the F. & M. was a wonderful success, for in spite of its financial failure, it did open the territory between its two terminals and when one considers the cost of construction, equipment, real estate and interest, which on bonds alone was around \$2,000 a year, it is a wonder the road did as well as it did. The fact that the territory served was primarily a lumber district and had little else was unfortunate but it was the hopes of the officials that eventually other enterprises would be brought in.

To try and ease conditions the company issued equipment notes for \$17,884.04 in 1893. These were given in payment for engine #2, the passenger equipment, and a large part of the freight equipment. Such equipment as was not covered by these notes was mortgaged to its full value. Some security for outstanding notes was demanded so the company pledged \$27,000 to secure them. On top of all this the year ended with a deficit of \$4,782.83. Conditions were really bad and the directors began working desperately to hold the creditors off until they could show them a profit from operations.

The equipment notes were renewable yearly but payable upon demand. If the interest was not paid it was added to the principal. Naturally by the last of '94 the face values of the notes had increased considerably. Note "A" was for \$15,000, dated January 1st, 1893, drew 5.5% interest and covered engine #2, the baggage car, seven flats, three box cars, and four log cars. Notes "B" and "C" were for \$1,750, dated July 8th, 1893, drew interest at 6% and covered the combination car. Notes "D" and "E" were for \$2,634.04, dated July 7th, 1890, drew interest at 6% and covered five flats.

The road's equipment at that time consisted of the two woodburning engines, a combination passenger and baggage car, a straight baggage car, seven box cars, twenty-one flats, four log cars, a flying car, three hand cars, a plow, and a flanger.

Around '93 or '4 the F. & M. entered into an agreement with the Sandy River whereby such motive power and rolling stock as was needed by the F. & M. over and above that owned was furnished by the S. R. From then on it was nearly always possible to find one or more foreign engines on the road, either as a straight loan or under lease.

When the Kingfield & Dead River was opened for operation on August 1st, 1894 the F. & M. immediately began operating over the road. As the K. & D. R. had been organized by the officials of the F. & M. and had been actually promoted by that company no agreement was entered into regarding its operation but it is generally understood the bond and stockholders of the K. & D. R. looked to the F. & M. for the payment of interest and dividends in return for the privilege of using the line. Naturally such an agreement would be entirely satisfactory to the F. & M.

The company managed to accumulate a small surplus of of \$598 for

the year 1894 but it did not last very long and in spite of the added ten miles of main line the gross revenue was never large enough to offset the heavy expenses and the accumulated deficit. It is extremely doubtful if the bond and stockholders of the K. & D. R. received one cent. Certainly the interest on the F. & M. bonds was not paid. Conditions went from bad to worse. The bondholders realized that there were no prospects of them ever getting any interest and that even the payment of the principal was doubtful. This realization caused them to call a meeting to decide what was to be done. Out of this meeting grew the organization of a new company, the Franklin & Megantic Railway Company, to take over the road and operate it until some settlement could be made. The organization was completed on June 3rd, 1897 and on August 16th the bondholders took over the road. This closed the first half of the history of the Franklin & Megantic.

Franklin & Megantic Railway Company

As soon as the bondholders took control they let it be known that the road was for sale for any reasonable amount. The organization of the company was temporary in nature, the main bondholders being the directors. These were John Winter, Orrin Tufts, W. S. Heath, P. Stubbs and John O. Teele. No attempt was made to better the property, although it was sorely in need of it, but only to operate to keep the charter alive.

The following year Josiah Maxey and some associates came forward and made an offer for the road which was accepted. The original bondholders received in exchange for the bonds held by them \$87,500 in stock of the new company. One other share was issued and sold for cash to cover incidental expenses. A new board was formed consisting of Maxey, Phillip Winslow, and Horace Horton with Maxey as president of the company.

As soon as the new owners were in charge they began making improvements. Many of the sharp curves were taken out of the track, new ties were put in where needed, additional snow fences were erected and certain trestles were replaced by fills. Both engines were sent to Phillips for an overhaul. The "Mead" came back very much as she went in appearance but was converted into a coal burner by an extended front end and new grates. The returned "Sargent" was an entirely different story. She too was converted into a coal burner but besides the extended front end and new grates she came back with a new eap stack and the road number "3". No one seems to know just why they changed her number except that probably S. R. #2 was working on the road at the time and having two engines with the same number was confusing. She was undoubtedly the ugliest engine on any of the narrow gauge roads and the crews promptly named her for one of the Arachnid family, a name that described her appearance wonderfully. Both engines had their names removed and from then on were designated by number only. The cost of such improvements was carried as a floating debt.





S. R. & R. L. #7 off the tracks at Carabasset.



S. R. & R. L. #9 at Strong, 1934. Baldwin, 1909, 2-4-4, 11½x14", 36", 55650 lbs.

The railway company continued the practice of operating to Carabasset over the tracks of the K. & D. R., but the indefinite continuation of such an understanding, if it could be called even that, as existed between the old railroad company and them was very distasteful to the bondholders of the K. & D. R. There apparently being nothing else to do they constituted foreclosure proceedings against the company and on August 2nd, 1898 the line of the K. & D. R. was put up for sale. Maxcy, as president of the F. & M. and acting on orders of the board, purchased the road. To reimburse the company for the purchase price a new company was organized under the old charter with the officials of the F. & M. as officials. Common stock to the amount of \$30,000, 600 shares, was issued and sold but to guarantee continued control of the road the F. & M. entered into an agreement with the K. & D. R. stockholders whereby the F. & M. guaranteed a dividend on the outstanding stock and interest on such bonds as might be authorized. In return the F. & M. was to have absolute control of the road. Such an agreement actually made the K. & D. R. a part of the F. & M. although legally it was an independent company and as such we will have to consider it.

Although the management, which was actually Maxcy, kept the road in good condition, it was like pulling eye teeth to get money for upkeep. It had to be proven without the shadow of a doubt certain work was absolutely necessary before funds would be allotted. At one time the track was badly in need of ballast but repeated requests of Maxcy had no results. Finally he notified the track foreman he was going to inspect the road to see for himself just what condition it was in. The crews promptly got together and made plans for his visit.

On the day the trip was to be made the crew tied the old Sandy River caboose #1, which was about ready to fall to pieces, onto an engine and eased it down to Strong to meet Maxcy. He eventually arrived from Phillips and climbed into the caboose. The crew immediately snapped the train out of town and lit out for Kingfield a little faster than usual over the bumpy track. The caboose whipped back and forth, pitched and rolled until the old man had all he could stand and laid down on the floor until the trip was over. Yes, the road got the ballast.

In 1899 A. S. Hall replaced Horace Horton on the board while in 1904 we find that George A. Farrington had replaced Hall. The following year Weston Lewis replaced Winslow. With this change the directorates of the Sandy River, the Franklin & Megantic and the Kingfield & Dead River became the same and the duties of some of the Sandy River officials were extended to include the other two roads. The ownership of the F. & M. was divided between the three directors, Maxcy having paid in \$54,750, Lewis \$32,750 and Farrington \$100. Maxcy was president and general manager while Farrington was treasurer, clerk to the general manager, and ticket agent. They brought in a Mr. Vose as general superintendent and F. N. Beal as general freight agent.

To open new territory the F. & M. officials extended the tracks of the K. & D. R. to Bigelow in 1900, a distance of about six miles. This work was paid for by the issuance of first mortgage bonds of the K. & D. R. As soon as the road was opened, which was that year, the F. & M. trains began operating into Bigelow.

At the directors' meeting held in 1901 it was voted to float a bond issue to take care of the debts caused by the reorganization and betterment of property in '98. This was done, the amount authorized being \$50,000 but only \$24,000 was issued and sold. The bonds were \$1,000 coupon gold bonds drawing interest at 5% and due on April 1st, 1911. Out of the amount realized from their sale twenty new flats were purchased but between that time and the last of 1903 four of them and a box car were lost, possibly through fire.

As the standing timber along the line was cut off the company began seriously considering an extension from Carrabasset, through the township of Jerusalem in Dead River Plantation, to a point near the village of Flagstaff in Bigelow Plantation. At the same time the Moosehead Railroad, a subsidiary of the Phillips & Rangeley, was endeavoring to obtain a charter to build from Stratton to Flagstaff in conjunction with the Eustis Railroad which wanted to build from Green's Farm to Stratton.

When the management found out about the Moosehead's plans they immediately made application for their extension in an attempt to block the P. & R. lumber interests and to preserve the district for themselves. The citizens of Flagstaff backed the F. & M. extension and this coupled with the fact that the haul from Flagstaff to Farmington over the F. & M. and the Sandy River would be much shorter than that over the Moosehead, the Eustis, the P. & R., and the Sandy River, caused the Railroad Commission to approve the F. & M. extension. This was done on December 14th, 1903 and at the same time the charter for the Moosehead was denied. However, the company never took advantage of the approved application in any way and Flagstaff never experienced the joys of rail service.

The report for the year ending November 15th, 1905 showed quite an improvement over those compiled by the railroad company. The equipment listed as owned and leased, other than the engines, consisted of three passenger cars, two of which were S. R. standard coaches and the other the F. & M. combination, a baggage car, six box cars, thirty-seven flats, and a caboose besides several company cars. The caboose was S. R. #1, an end-platform type car with stake body. As cars were turned over to the F. & M. by the S. R. they were written off the S. R. roster and added to that of the F. & M. Just why this was done no one seems to know but it kept the roster fluctuating steadily between 1898 and 1908. Dividends to the amount of \$3,504 were paid on the K. & D. R. stock besides \$2,826 interest on the bonds. Interest on F. & M bonds called for an outlay of \$1,200 but even so there was a surplus of \$292 left in the treasury. This cut the deficit to \$6,315. The showing for the years 1906 and '07 was as good. On October 1st, 1907 and on January 1st, 1908 the company was able to pay a 1% dividend on all stock. Up until the last of 1907 the company figured their road had cost them \$153,373.46 and the equipment around \$15,000.

Like the other narrow gauge lines the F. & M. had its share of accidents. Fire caught quite a bit of its rolling stock at one time or

another and engines frequently had to be righted. The Sandy River had one of its trestles carried out by a cyclone but the F. & M. is the only road that had one of its passenger trains wrecked by wind. It happened up at North Freeman during a wind storm. The passenger train was just clearing a fill when a sudden violent gust of wind toppled the tail car of the train over. It was old F. & M. #2, the baggage car, and she rolled over twice before she stopped. Conductor Thomas had just stepped to the platform of the next car when she went over but Win Stevens, the baggage master, was in the car. He was not hurt beyond being bruised up a bit but he was entirely lost when he got back up on the track and had to be told which way to go to get home.

Winter made no exception of the F. & M. and snow and ice caused no end of trouble. Back in the early days a train left Strong one evening in a raging blizzard and in spite of the fact there was quite a bit of snow on the ground, no plow was hauled simply because all the snow-fighting equipment was in Kingfield. The train consisted of three engines, a coach, a baggage car, and a car of horses, made up in the order named. Reaching a point just out of Strong and finding too much snow, the train ran back and dropped the car of horses. A second start was made but only a few miles were covered before it was decided to drop the baggage car. Accordingly the car was tied down and left on the main line until a rescue crew could dig it out. The three engines and coach continued to fight their way north but the further they went the deeper the drifts became and it was soon apparent that only by steady hammering could the engines alone get through. A conference was held and it was decided to cut the coach loose. The passengers were herded out into the storm and into the engine cabs, the coach was dropped, and the engines again took up the fight.

Late that night the engines crawled into Salem but there being no accommodations at that point for the passengers there was nothing to do but go on. To keep the snow from packing under the front end of the leading engine, a board was found and lashed across the cowcatcher. It helped a great deal and the journey continued. It was early morning when the nose of the leading engine broke through the last drift and the train rumbled into the Kingfield station.

When the road was finally shovelled out and trains were running again, boards were laid across the cuts through the deeper drifts and trains passed beneath them without touching. When it snows in that section of the country, it snows.

In January 1908 the board of directors decided to consolidate their three roads as a preliminary organization working towards a general merger of all the connecting narrow gauge lines. The organization of a new company known as the Sandy River & Rangeley Lakes Railroad Company was planned and completed on January 30th, 1908. On that day the Sandy River, the Franklin & Megantic, and the Kingfield & Dead River were combined and taken over by the S. R. & R. L. That move finished the F. & M. as an independent corporation although for years after the merger the line north from Strong was known as the F. & M. Branch.

PHILLIPS & RANGELEY RAILROAD

The Phillips & Rangeley Railroad Company was organized on April 17th, 1889 by a group of Massachusetts men, owners of a township of virgin spruce timber. The charter, which was granted very soon after the completion of the organization, called for a capital stock of \$75,000 made up of 750 shares of common stock with a par value of \$100 per share. It also gave the company permission to issue bonds to the value of \$150,000.

As soon as possible the company began work on their line. Construction was started north of the Phillips town line and pushed steadily north and west. The grade followed the Sandy river and was practically a continuation of the Sandy River Railroad with which a physical connection was obtained by building a covered bridge over the Sandy river into the town and laying about a quarter of a mile of track to the Sandy River station. The yard was laid out north of the river bridge and to the west of the main line although a few small buildings were built south of the bridge. One of these was a small car shed built right at the bridge and east of the main line. Both lines used the same covered station. The general operating offices were located at Phillips as were the main offices at various times depending upon the convenience of the officials and the directorate.

The directors were H. P. Closson, G. M. Goodwin, A. B. Gilman, Calvin Putnam, W. A. Rich, A. M. Spear, Weston Lewis, Luther Nile, and Heber Bishop. The officers were H. P. Closson, president; F. E. Timberlake, secretary and treasurer. No other officers were appointed as the directors felt that there was no actual need for them until the road was in operation.

For motive power the company ordered an engine from the Portland Company but before she was delivered one was needed for construction purposes. Engine #2 of the Sandy River was obtained, a little Hinkley 0-4-4 built in 1877 for the Billerica & Bedford. She continued to carry the number "2" but was given a name, the "Bo-Peep," by Daniel Davis, the master mechanic for the P. & R. There seems to be some doubt as to whether the road purchased the engine at first or obtained her under lease until their own engine would arrive, but at any rate she was purchased before the first official report was turned in to the Railroad Commission in 1891 and at that time was running as P. & R. #2. The engine under contract arrived before the close of 1890, was named the "Calvin Putnam" and carried the road number "1." Like the "Bo-Peep" she was an 0-4-4 but whereas the little Hinkley weighed roughly eleven tons, the Portland weighed eighteen.

Construction went right along and eventually Redington was reached and passed. At this point the owners of the P. & R. had built a large sawmill the year before, a plant capable of turning out fifty thousand feet of long lumber daily. It was mainly as a feeder for this mill the road was built.





S. R. & R. L. #10 on a winter's day at Farmington, 1935.
 Baldwin, 1916, 2-4-4. 12x16", 36", 57950 lbs.



S. R. & R. L. Nos. 17 & 10 at Phillips.

By December 31st, 1890 the road had reached Dead River, about 24 miles from Phillips, and the grading had been completed to Rangeley. The company figured that the road cost, as it stood, uncompleted, \$197,000. The entire authorized stock had been subscribed for but to that date only \$73,410 had been paid in. There was a funded debt of \$125,000 consisting of 5% first mortgage bonds of \$1000 denomination dated August 1st, 1890 and due in 1910. The total authorization had been for \$150,000 but only \$125,000 was issued. The remainder was issued within a year and used to pay off construction debts.

At the meeting of 1891 the company was practically reorganized. Arthur Sewall became president, George M. York was made treasurer while Payson Tucker was appointed general manager and passenger agent. The main offices were moved to Portland, Maine while the operating offices remained at Phillips.

On July 1st, 1891 the entire line was opened from Phillips to Rangeley, 28.6 miles, and passenger service was immediately begun. To take care of the logging and freight service the company purchased a Mogul from Baldwin, the "George M. Goodwin" #3. She was one of their first, if not the first, two-foot gauge Moguls and was slightly different in design from those later built for other roads.

Besides the three engines the company owned two passenger cars numbered "3" and "4," two baggage cars which were actually combination cars and carried the numbers "1" and "2," five box cars, thirty-five flats, and ten road and service cars. The passenger equipment was built by Billmeyer & Small of York, Pa., and for some reason was built quite high from the rail. The platforms were about thirty-six inches from the top of the rails, a good foot higher than the cars of the Sandy River, and had an extra step. From the very first the cars proved too top-heavy and after some time the company dropped them down to the same height as those used on the connecting line.

The directors found it necessary at the 1892 meeting to put out a second bond issue. This was authorized for \$75,000 although only \$50,000 was issued. The bonds were 20-year \$1000 coupon bonds dated September 1st, 1892 with 5% interest payable twice yearly at the Maine Trust & Banking Company at Gardiner, Maine. The money realized was used to pay off the floating debt and to form a small surplus.

The company's last engine was purchased in 1893. This engine was purchased from Baldwin, weighed twenty-eight tons, was an 0-4-4 and carried the name "Isaac Walton" as well as the road number "2". She was the heaviest engine in service on any of the narrow gauge lines at that time and other than the three Eustis engines built in 1903 and '04 was the heaviest 0-4-4 ever built for use on the narrow gauges. When she arrived the "Bo-peep" was renumbered "4" and ran under that number until the consolidation in 1908.

From the very first the road was a financial failure. During its entire existence a surplus was extremely rare and when the books did show one the accumulated deficit absorbed it completely. For the year 1893 alone there was a deficit of \$8,583, for 1896 \$5,652 and in 1905

\$20,194. This brought the total deficit up to \$153,513. The last year of operations the deficit was \$11,542. It is rather surprising the road was such a total financial failure although one must realize it was built as a logging line for the Redington mills. To those who had invested in the company, it was a sad disappointment.

In 1894 there was another general reorganization in an attempt to better conditions. A. B. Gilman was elected president, G. M. Goodwin became vice president, R. E. Timberlake became treasurer and general ticket agent, Mason Parker became clerk and general freight agent, while D. W. Davis was made general superintendent. At that time the road had the same passenger equipment but had purchased baggage car #5. Freight equipment consisted of sixteen box cars, seventy flats, fourteen logging and miscellaneous cars, and a caboose. There was also a flanger and a snow plow.

Between the years 1894 and 1898 the company managed to keep going without any major changes in organization but it became more and more apparent some drastic steps would have to be taken to satisfy the bond interest and the unfunded debt. In 1898 the organization was cut down to three officials in an attempt to save by reducing the number of high salaries. Calvin Putnam was elected president with Fletcher Pope as vice president and general manager and H. H. Field as treasurer and clerk. This set up lasted for a number of years, in fact, until the death of Putnam late in 1901 or early 1902. Pope managed the road from the mill office at Redington Mills, otherwise known as Redington, although the general offices remained at Phillips.

The death of Calvin Putnam was, so far as we know, the occasion for the operation of the only funeral train ever run by the narrow gauge roads. The company took the "Calvin Putnam" #1, gave her a new coat of black paint, draped black crepe from the top of her headlight down and along her handrails and gave her the job of pulling the special. The train left Rangeley and ran straight through to Farmington at a moderate rate of speed. At each station the engine bell was tolled and the speed reduced so as to ease the jolts of passing over the switches as much as possible. The body was transported in a baggage car while the relatives and officials of the road rode in coaches. The occasion was very impressive and the funeral train of the martyred President of the United States was not handled any gentler.

In 1902 the company entered into an era of expansion which was financed by a \$100,000 increase of the capital stock. This extra stock was taken by Fletcher Pope. The era was introduced by the organization of several dummy companies, the majority of whose stock was purchased by the P. & R. with the money realized from the sale of the new stock. The first of these was the Madrid Railroad Company which was chartered April 29th, 1902 with Fletcher Pope as treasurer and the only official. Before the end of June the road was being used by P. & R. logging trains for it was built solely as a logging line. Exactly one year later the Eustis Railroad Company was chartered with Fletcher Pope as president, secretary and treasurer. This road was a bit different

from the Madrid in that it owned three engines and twenty-five flats. The rolling stock was taken over by the P. & R. who agreed to operate the road on a short time agreement.

As soon as these two roads were in operation and finding that the mother company was no worse off financially because of their construction, the officials decided to go ahead with their expansion in an east and west direction. To accomplish this two more companies were organized with P. & R. officials as officers. The Moosehead Railroad Company was to build from Stratton to Flagstaff while the Rangeley Railroad Company was to build from a point near the Rangeley town line to Oquossoc. The Eustis was to build from Green's Farm to Stratton to connect with the Moosehead. Just why the Moosehead didn't build from Green's Farm is hard to say, probably a desire of the P. & R. to divide the cost of construction as much as possible. The Moosehead filed an application for a charter on November 20th, 1903.

When the application came before the Railroad Commission the next month it was vigorously opposed by the Franklin & Megantic which wished to build from Carrabasset to Flagstaff. The arguments for and against finally settled around the question which would be more to the public's interest, a road to Farmington via Stratton, Eustis Junction, Phillips, and Strong or a road via Carrabasset and Strong. The citizens of Flagstaff naturally favored the shorter haul over the F. & M. so on December 14th, 1903 the Commission approved the F. & M. extension and refused the Moosehead a charter. The company was then dissolved.

The Rangeley Railroad Company was to build their line from a point on the P. & R. near the Rangeley town line, through the townships of Rangeley and Dallas Plantation, to Oquossoc on the standard gauge Rumford Falls & Rangeley Lakes Railroad, a distance of nine miles. A capital stock was subscribed to the amount of \$27,000 consisting of 270 shares with a par value of \$100. Fletcher Pope subscribed to 261 of these shares. Naturally this was the P. & R.'s guarantee of a controlling interest.

Organization of the company was completed and articles of corporation drawn up on December 4th, 1903. An application for a charter was immediately filed and eventually was brought up before the Commission but the Sandy River was on hand to contest it.

The Rangeley Railroad claimed that freight, such as originated on the Eustis and P. & R., would find a better market in Oquossoc and at other points along the standard gauge than if it was shipped out over the Sandy River. The Commission could not see it that way but claimed that Farmington offered as good a market as could be found along the R. F. & R. L. It also pointed out that any freight moved over the proposed road would in time seriously cripple the Sandy River by diverting revenue freight from it and in a smaller way embarrass the P. & R. by shortening the revenue haul over that line.

The P. & R. officials expected the direction of traffic to be reversed but as for shortening the haul over their own tracks, they were not concerned over that. Their idea mainly was to claim for themselves the revenue formerly going to the Sandy River for haulage from Phillips to Farmington.

As the Commission did not agree with the Rangely over new markets and as they had the future of the Sandy River in mind they were forced to refuse the new company a charter. The Commission made the formal notice on March 28th, 1904 and by so doing wrecked the P. & R.'s dream of expansion.

With the failure of their plans the company took over the Eustis R. R. on April 5th and operated it as part of their road. The rolling stock retained the Eustis lettering and numbering but was pooled with that of the P. & R. The three engines, numbered "7," "8," and "9," weighed almost twenty-nine tons each and although they had been built as logging engines they went into main line service.

In the early days it was a general rule that when one of the single unit engines was put on passenger or fast special runs they were operated with the tank leading. It seems that some of the crews had rediscovered what Mansfield, the promoter of the Billerica & Bedford an advocate of the Forney type, had always contended, that the logical way to operate any Forney engine was with the tank leading. They found that by running the engines backwards, as they called it, their tank trucks acted as leading trucks and they kept to the steel better. They also claimed that they rode much better when running at speed in this position. The little Hinkley engine had been built for Mansfield and was intended to operate with the tank leading but the Baldwins were intended to run tank trailing for Mansfield's idea had found little favor with the owners and crews. Railroad men even in that day were slow to accept radical changes in operation and the idea that any engine would operate better running backwards was ludicrous to them.

The financial condition of the company became so bad that the court appointed, upon request of the bondholders, Seth M. Carter receiver for the P. & R. and its leased lines on January 30th, 1905. He immediately issued receiver's certificates to pay off current debts, interest on bonds, and taxes, but in spite of his efforts conditions became gradually worse.

When Carter took over the road he found the organization cut down to the minimum. Fletcher Pope was president and general manager while D. F. Field was treasurer. Pope had been made president at the death of Putnam.

It was sometime around 1904 that a fire caught some of the equipment up at Green's Farm on the Eustis Branch and destroyed it. Among the cars burned was combination #2. The company salvaged the trucks and such other parts as were not warped too much to be repaired, hauled them down to Phillips and built a caboose from them. This car was numbered "12" and took the place of the caboose that had formerly appeared on the records. After the car went in service it frequently did duty as a passenger car on the mixed train that ran between the

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S. R. & R. L. #18 at Strong, 1935. Baldwin, 1893, 2-6-2. 12x16", 33", 52000 lbs.



S. R. & R. L. #18 at Strong about 1925.

regular passenger jobs, in fact, the company ran no trains except straight logging jobs that did not carry passengers.

The beginning of the year 1906 found the company in possession of quite an outlay of equipment. They listed seven engines, three leased from the Eustis and four of their own. There were three passenger cars, or to be more exact, two passenger cars and a combination passenger and baggage car. For some reason the early reports persisted in calling any type of car that was built to haul passengers a passenger car, no distinction being made between straight passenger types and combinations. Frequently though we find some one calling all cars built for mixed service combinations and then the trouble begins in sorting out the equipment. Besides the three passenger cars there was the baggage car #5.

For freight equipment the company owned fifteen box cars, one hundred seventeen flats, and seventeen coal cars. Twenty-five of the flats were leased from the Eustis. There were also two flangers, two plows, and the caboose. This equipment remained practically the same until the P. & R. was sold in 1908 except for a few items. A combination baggage and mail car was purchased and ran as #6. Three of the seventeen coal cars were either destroyed or converted and three road cars appeared on the roster. To say that they were the same would be to go too far but it is possible three of the coal cars were converted.

Officially few changes were made between 1906 and the time the road passed out of the owner's hands. Pope continued as president but F. A. Lawton was brought in as general superintendent and the duties of D. F. Field were extended until he was general freight, passenger and ticket agent as well as treasurer. The directorate was made up of Pope, Field, Joel Wilbur, F. N. Beal, Joel Byron and Sidney Haley. Of the 994 outstanding shares of stock Fletcher Pope held 646 and the Maine Central Railroad 250. The other 98 shares were scattered through the directorate.

When the Sandy River & Rangeley Lakes Railroad Company was organized they purchased \$10,000 worth of receiver's certificates of the P. & R. and early in 1908 demanded settlement of them. The P. & R. was in no condition financially to take care of the certificates so as an alternative the road was advertised to be sold at public auction. On July 1st, 1908 the sale took place and the line that had cost \$251,950.16, or \$8,809.44 per mile, was sold to the S. R. & R. L. and became part of their system.

KINGFIELD & DEAD RIVER RAILROAD

The Kingfield & Dead River Railroad Company was organized and promoted by the officials of the Franklin & Megantic Railroad to construct a continuation of their line from Kingfield, Maine, the northern terminus of the F. & M., about ten miles to Carrabasset, Maine. The purpose of the road was to open new timber land and to act as a feeder for the F. & M. The charter called for a capital stock of \$30,000. 600 shares with a par value of \$50 per share, and was approved on June 19th,

1893. On June 30th the final location was approved. The majority of the stock was held by the directors of the F. & M. and this made it possible to eliminate all officials by extending the duties of those of the F. & M. to cover the K. & D. R. At this time V. B. Mead was president, P. H. Stubbs was clerk and treasurer, and F. S. Mead was superintendent. Naturally those names appeared on all legal documents of the K. & D. R. as officials of the company.

At the meeting held November 1st, 1893 a \$30,000 bond issue was authorized to cover part of the cost of construction. These bonds, drawing interest at 5% and due on November 1st, 1913, were issued and the entire block taken by the International Trust Company of Boston.

It was not until August 1st, 1894 the road was completed and ready for operating. As the company did not own any equipment, F. & M. trains immediately began running through to Carrabasset. The cost of the completed road was \$68,725; \$60,000 covered by cash realized from stocks and bonds and \$8,725 carried as a floating debt.

For four years the company managed to keep going under the control of the F. & M. although like that road it was financially a failure. The first year saw \$2,500 on the wrong side of the books and the three following years saw the final balance on the same side. The bondholders became more and more convinced that they would have to foreclose to realize even a part of the purchase price of the bonds.

On August 16th, 1897 the F. & M. was taken over by the bondholders of that road which left the K. & D. R. with track but no equipment. Trains continued to run to Carrabasset but there was no definite agreement between the old and new owners of the F. & M. concerning the operation of the K. & D. R. The new owners frankly admitted they were not interested in the K. & D. R. but only in breaking as near even as possible until a purchaser could be found for the F. & M.

This uncertain condition existed for a year but soon after Josiah Maxey and some associates had purchased the F. & M. the K. & D. R. bondholders instituted foreclosure proceedings. On August 2nd, 1898 the road was sold at public auction to Maxey who was acting for the F. & M.

Using the old K. & D. R. charter the F. & M. immediately organized a new company, with the same title formerly used, to take over the road. To reimburse the F. & M. for the purchase price of the road the total amount of authorized stock was reissued and sold. The heaviest buyers were the Maine Central R. R., 200 shares; the Sandy River R. R., 90 shares; V. B. Mead, 81 shares; and Mrs. L. E. Treadwell of Salem, Mass., 100 shares. As soon as all the stock had been disposed of the F. & M. officials and the K. & D. R. stockholders entered into an agreement whereby the F. & M. guaranteed a dividend of at least \$1,080 per year on the K. & D. R. stock in exchange for the privilege of operating the road as part of their own. Again the K. & D. R. was practically absorbed by the F. & M.

In 1900, at the suggestion of the F. & M., the stockholders agreed to an extension of their road from Carrabasset north and west roughly six

miles to Bigelow. It was built mainly to serve a large sawmill built by Governor Prouty of Vermont and a partner. On August 23rd, 1900 the extension was opened and train service extended to Bigelow. To cover the cost of construction on October 1st, 1900 a K. & D. R. first mortgage bond issue of \$50,000 was authorized to run for ten years with interest at 5%. The amount authorized was the total amount allowed by the State Railroad Commission but only \$32,000 was issued as that would cover all debts incurred. This bond issue was taken by the Maine Trust & Banking Company of Gardiner, Maine, an institute controlled by Josiah Maxey, and the interest to the amount of \$525 per year guaranteed by the F. & M.

When the Alder Stream Branch was built the capital stock was increased \$24,000. This branch left the main line near Kingfield and ran 2.3 miles to a log storage yard known as Alder Stream. The branch, like the Bigelow extension, was suggested by the F. & M.

A second branch was constructed in 1905, the Hammond Field Branch. This branch left the main line 2 miles south of the Carrabasset station, crossed the river on a curved trestle and ran south on the west bank to Hammond Field, a total distance of 2,500 feet. Hammond Field, like Alder Stream, was a log storage yard with a few shacks to house a loading crew.

In the agreement between the F. & M. and the K. & D. R. concerning the dividend guaranteed by the former on the stock a minimum amount of \$1,080 was stated but it always amounted to 1% and was paid at least twice a year, sometimes more often as in 1905 when it was paid four times. The last dividend was paid on January 1st, 1908, thirty days before the road was absorbed.

Early in January, 1908, the F. & M. officials approached the K. & D. R. stockholders with the plan to merge their road with the Sandy River and the F. & M. In payment for the K. & D. R. stock held by the various stockholders, each holder was to receive stock in the new company equal in face value to the amount owned. This plan was agreed to and on January 30th, 1908 the K. & D. R. and the other two roads were merged into one to form the Sandy River & Rangeley Lakes Railroad.

MADRID RAILROAD

Although the Madrid Railroad was legally independent during its entire existence its active history is extremely short. This is caused by the fact the road was actually a branch of the Phillips & Rangeley and was controlled by a dummy company organized by and consisting entirely of P. & R. officials.

The Phillips & Rangeley obtained permission on April 29th, 1902 to build a logging branch from a point on their main line where the Orbeton stream cut off from the Sandy river, up the valley of that river to the South Branch and then up that stream a total distance from the main line of 6.4 miles. From its junction with the main line the track ran in a southwesterly direction and passed through no villages or settlements

in its entire length. This line was laid with 35-pound steel and was ready for use on June 30th, 1902. At the end of steel a log storage yard and camp known as Number Six was constructed. Being a logging branch no regular trains were run to Number Six but a very indefinite service was maintained by logging trains from Madrid Junction, which was the name given the point where the branch left the main line.

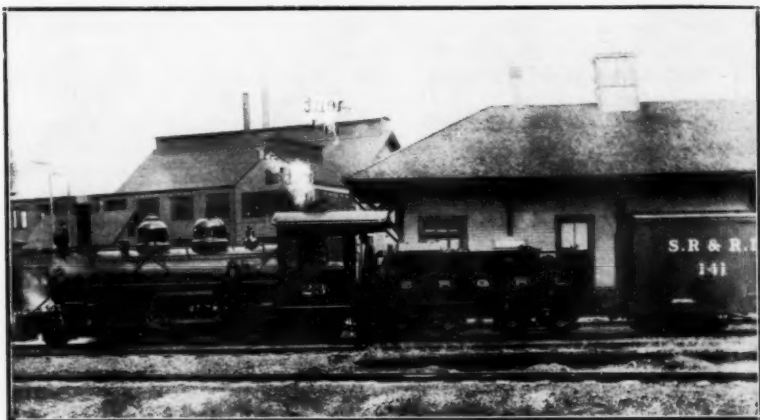
While the branch was being built the P. & R. officials organized among themselves the Madrid Railroad Company to take over, or finance, the branch and to build another branch to connect with the one under construction. This proposed branch was to be the main line, was to leave the Number Six branch 2.25 miles from Madrid Junction where the South Branch and the Sandy river joined and follow the river valley up through Madrid Village and Sandy River, eventually joining the main line of the P. & R. again at Redington. The total distance would have been about 16 miles exclusive of the branch track up the South Branch to Number Six. The company's plans were drawn up in the form of a charter and placed before the State Railroad Commission for their approval. There being no opposition the charter was approved on July 1st, 1902 and the company was empowered to build the road subject to the usual inspections and approvals.

The completed section of track was immediately turned over to the new company along with all the debts incurred by its construction. To take care of these debts and to partly finance the preliminary work on the main line, stock to the amount of \$21,000 was issued. This was the total amount authorized by the charter and consisted of 210 shares with a par value of \$100 per share. Of the total number of shares 201 were held by Fletcher Pope who practically owned and completely controlled the P. & R.

As soon as the charter was approved a survey of the proposed route was made, drawn up as a map and filed with the railroad commission for approval. The location was passed upon July 22nd, 1902 and practically immediately construction was begun at Brackett's Junction, the point where the line was to leave the Number Six branch. The track advanced as the timber was cut over at the rail head and it wasn't until October 27th, 1903 that the rails reached Holman's Mills, 5.68 miles from Madrid Junction and 3.43 miles from Brackett's Junction. On that day it was approved for operation. From Holman's Mills the line was built .84 mile to a log camp known as Littlefields and then to Gray's Farm. Up to that time construction costs had run up to around \$30,000.

To augment the amount remaining from the sale of stock the company authorized the issuance of \$30,000 in first mortgage 5% bonds on December 1st, 1902, due in ten years. These were promptly issued and sold to the bondholders of the P. & R. The money probably was used to pay debts of the P. & R. as well as of the Madrid for the two companies were too close physically to permit too much differentiation in the accounts. The Madrid owned no equipment but from the very first the P. & R. operated the road, giving as their reason for doing so the existence of a short time agreement between the two companies. There is a





S. R. & R. L. #23, 2-6-2, Baldwin, 1913. 13x16", 33", 63000 lbs.



S. R. & R. L. #24 at Strong—1935.

good deal of doubt as to the actual existence of such an agreement for it would have been very much like writing yourself permission to enter your own house.

The financial condition of the P. & R. became so bad that on January 30th, 1905 the P. & R. and the Madrid, along with the Eustis, were placed in the hands of a receiver, Seth M. Carter, by the court upon a request of the bondholders but under his management conditions did not improve one bit. As soon as Carter took the roads over he issued receiver's certificates to clear the books of the most pressing items such as bond interest, operating expenses, and taxes. For three and a half years he kept the roads going but each year the total deficit increased until the holders of the certificates were perfectly willing to sell at a fraction of their face value.

The Sandy River & Rangeley Lakes Railroad Company saw their chance to obtain the P. & R. so they voted \$10,000 to purchase as many of the certificates as that amount would cover. This was done and they were presented to Carter for payment. It was absolutely impossible to meet such a demand so the P. & R. and the Madrid were put up for sale at auction on July 1st, 1908. The Eustis, for which no certificates were issued, was not included in the sale. The S. R. & R. L. promptly purchased both roads and added them to their system. From that date on the Madrid Railroad was the Madrid Branch of the S. R. & R. L.

EUSTIS RAILROAD

When the Phillips & Rangeley had finished the Madrid construction and had opened the section to the west of their main line they naturally turned to the vast section lying to the north of Redington. As in the case of the Madrid Railroad, the P. & R. officials organized a dummy company which they termed the Eustis Railroad Company. They went right along with a preliminary survey north along the south branch of the Dead river from a point on the P. & R. main line 1.5 miles east of Dead River Station and at the same time got their paper work in order so that everything could be put before the Commission at one time.

On April 29th, 1903 the State Railroad Commission approved the company's organization, the charter, and the final location. The capital stock of \$48,000 was divided into 480 shares of which 471 were held by Fletcher Pope. One naturally wonders if Pope actually put \$47,100 into the treasury of the dummy company or simply took that number of shares of stock and paid what bills came up, probably the latter.

Construction was carried along at a rapid rate. The line left the P. & R. main line at what became Eustis Junction and swung from west to north up the Dead river valley to Green's Farm. There the so-called main line stopped but construction continued on to the east to Nash Stream and south along the stream to a log camp called Berlin Mills Camps, roughly 16 miles from Eustis Junction. The entire line was laid with 35-pound steel and was well ballasted although it more or less followed the contour of the section through which it passed. There was

also a sub-branch from Dago Junction up the West Branch of Nash Stream.

The P. & R. realized that to operate this new line successfully they would need more and heavier equipment than any they owned so they placed an order with Baldwin for three 29-ton logging engines of the 0-4-4 Forney type. Before the year was out one of them was delivered, number 7, but the other two, #8 and #9, did not arrive until early in 1904. For rolling stock, twenty-five flats were purchased. No other freight equipment was ever purchased nor did they ever purchase any passenger equipment although when the road was completed regular passenger service was maintained to Green's Farm. There were two trains a day. The morning train went as far as Eustis Junction where it connected with the P. & R. morning train but the afternoon train ran on into Rangeley after meeting the P. & R. train for Phillips. She left in time to meet the P. & R. train from Phillips at the Junction and then ran on into Green's Farm, tying up there for the night.

It was found advisable on June 1st, 1903 to authorize the issuance of \$150,000 in 5% 20-year first mortgage bonds although only \$116,000 of the authorized amount was actually issued as the cost of the road came to \$133,900.

Late in 1903 the company entered into an agreement with the Moosehead Railroad Company, another dummy company organized by the P. & R., by which the Eustis was to build a line from a point at or near Green's Farm, 6 miles to Stratton Village where it was to connect with the tracks of the Moosehead running from there to Flagstaff. The company felt sure that their plans would be approved so on October 27th, 1903 they increased the capital stock \$18,000 to take care of their end of the construction. A point just north of Green's Farm was designated as the place the Stratton road was to leave the line then in service and was called Stratton Junction although, and wisely, no actual construction was begun until the fate of the Moosehead charter was known. The whole enterprise hinged on whether the Moosehead would be able to obtain permission to build but the officials felt that no harm would be done if they applied for permission to lay their track as soon as possible. On November 20th, 1903 they filed their application feeling that such an act was merely routine and that no trouble would be experienced by either company in obtaining the necessary approvals.

In December the application for the Moosehead charter was brought before the Railroad Commission but unexpected opposition was encountered in the form of a request by the Franklin & Megantic for an extension from Carrabasset to Flagstaff. The P. & R. did all they could, fighting through the Moosehead, but on December 14th, 1903 the commission brought in a verdict in favor of the Franklin & Megantic and disapproved the application of the Moosehead. The decision killed all the plans that had been so carefully made in spite of the fact that on January 6th, 1904 the commission approved the application of the Eustis for a Stratton extension. The management figured that any timber cut between Stratton and the main line of the Eustis could be hauled by

teams to the railroad so nothing was done towards building into Stratton. Stratton Junction remained a station on the main line but was nothing but a clearing in the woods, no station, no houses, no siding, but only a memory of what might have been.

With the failure of the plans for a line to Flagstaff the officials saw no reason why the Eustis should remain independent of the P. & R. so on April 4th, 1904 it was formally "leased" to the P. & R. which agreed to pay operating and maintenance expenses. No doubt the interest on bonds was paid by the P. & R.

The equipment of the Eustis was not kept on that road but ranged all over the P. & R. system. When any particularly heavy work was to be done a Eustis engine was nearly always put on the job for they were the heaviest engines obtainable by the P. & R. without going to the Sandy River.

Financially the P. & R. was in a very bad condition, so much so that on January 30th, 1905 the court appointed Seth M. Carter receiver, upon the request of the bondholders of the P. & R. and Madrid. Although the Eustis was not included in the court action it went under receivership with the other two as being a "leased" line and subject to conditions prevailing on the P. & R. For all three roads it was the beginning of the end but the Eustis managed to hold out the longest of the lot. It should be said for Carter that he did the best he could and possibly if it hadn't been for the pressure exerted by the Sandy River & Rangeley Lakes he would have eventually straightened out the mess. From the date of its organization the S. R. & R. L. had had its eye on the P. & R. and with the issuance of receiver's certificates by Carter they recognized their opportunity and took it. The S. R. & R. L. directorate ordered \$10,000 spent in buying up as many of the certificates as possible and they managed to get enough to force a sale of the P. & R. and Madrid but found that the Eustis was not included. Carter had managed to save that much of the former extensive system of the Phillips & Rangeley. After the sale the Eustis reverted back to an independent company consisting of the old P. & R. officials who retained Carter as receiver.

Carter immediately made arrangements with the S. R. & R. L. to operate the road and upon verification of the agreement turned the line over to them. The new operators maintained passenger service to Green's Farm but like the P. & R. went no farther. The track down to Berlin Mills Camps was abandoned. Extra equipment was sent up for service from Phillips and in many ways the property was greatly improved. All this was naturally done with an eye towards eventually acquiring the line and towards this end the S. R. & R. L. officials constantly worked.

In August 1911 the bondholders, which was very likely the S. R. & R. L., suddenly shut down and demanded a settlement. On such a short notice a settlement was entirely out of the question so on the 24th the road was put up for sale at auction and, like the P. & R. and Madrid, was bought in by the S. R. & R. L. From that time on it was known as the Eustis Branch.

SANDY RIVER & RANGELEY LAKES RAILROAD

The idea of consolidating all the connecting narrow gauge roads into one vast system was not new nor did it originate in the minds of the owners of the Sandy River. The promoters of the Wiscasset & Quebec had that idea in mind when they organized the Franklin, Somerset & Kennebec and the Wiscasset & Waterville and attempted to build from Week's Mills to Farmington via Waterville. That was quite a number of years before the S. R. & R. L. idea began to take form but it was left to the lumber interests of Franklin County to partly achieve that which the promoters of the W. & Q. had in mind.

The organization of the new company took place in January 1908 and was completed on the 30th of that month by the consolidation of the owner's three roads. Previous to the merger the roads had been operating as independent corporations and except for the exchange of equipment between the Sandy River and the Franklin & Megantic there was no apparent legal connection. The owners also realized that with a company controlling a greater mileage of track they would be in a position to extend their capitalization thereby obtaining the necessary funds for much needed improvements to the property.

The controlling interest of the company was vested in two men, Weston Lewis and Josiah Maxcy, who, with William D. Sewell representing the Sewell family, were the directors. Maxcy and Lewis were residents of Gardiner, Maine, while Sewell resided in Bath. Lewis and Maxcy each owned 781 shares of stock outright while Maxcy controlled 250 more shares held in the name of his bank at Gardiner, Maine, the Maine Trust & Banking Company. The Sewell family owned a total of 604 shares; William D. Sewell, 343; Harold Sewell, 100; Emma D. Sewell, 100; Arthur Sewell, 61. No cash was realized from this stock as it was exchanged for the stock of the three merged companies. The remaining 584 shares of the authorized 3000 were held in reserve. All of the stock authorized was to be common stock with a par value of \$100 per share and immediately upon the distribution of the 2416 shares a 1% dividend was declared. Lewis was chairman of the board and president, Maxcy was first vice president and general manager, George A. Farrington was secretary and treasurer, F. A. Lawton was general superintendent while F. N. Beal was general freight and passenger agent. The cost of the road up to 1908 was listed as \$644,822.71 and the equipment \$101,420.00.

On February 1st, two days after the completion of the organization, the board came together at their first annual meeting to formulate plans for the immediate future. Their first act was to authorize the issuance of \$1,000,000 in 4% first mortgage bonds, due on February 1st, 1928, to relieve the company of obligations incurred by the merger. Of the total amount \$523,000 was immediately issued while the remainder was held in reserve against any emergency that might arise. Of the \$523,000 issued \$260,000 was sold for cash, \$253,000 was held as collateral on notes and was eventually used to pay off the bonds of the S. R., the F. & M., and the K. & D. R. while \$10,000 was set aside to purchase P. & R.





S. R. & R. L. #24 at Carrabasset—1935. Baldwin, 1919, 2-6-2. 13x16", 33", 54000 lbs.



S. R. & R. L. plow at Strong. A familiar sight in winter.

receiver's certificates with an eye towards acquiring that road by forcing it into a bankrupt sale. These certificates were purchased as quickly as possible.

As soon as the transfer of ownership of the certificates was made the board demanded payment of all the interest, due and past due. Such a demand upon the P. & R. was useless for the road was hopelessly in debt and every cent taken in had to be used to defray operating expenses. The board knew this at the time the demand was made and would have been more than surprised if the interest had been paid. Immediately upon formal notice that the demand could not be met the board requested permission of the court to sell the P. & R. at auction. This was granted and on July 1st, 1908 the P. & R., along with the Madrid, was put up for sale to the highest bidder. It was promptly bought in and added to the system. The Eustis Railroad, another subsidiary of the P. & R., was not included in the sale and reverted back to its original owners but under receivership. The company entered into a contract with the receiver, Seth M. Carter, as soon as possible to operate the road under lease.

With the merger of the P. & R. and Madrid as part of the system most of the engines were pooled, renumbered, and relettered. None of them were scrapped although several needed repairs. The renumbering, according to the best information obtainable, was in the following order:

S. R. & R. L. 5	0-4-4F	Formerly	S. R. 4
S. R. & R. L. 6	0-4-4F	Formerly	S. R. 5
S. R. & R. L. 7	0-4-4F	Formerly	P. & R. 1
S. R. & R. L. 8	2-4-4F	Formerly	S. R. 16
S. R. & R. L. 15	2-6-0	Formerly	P. & R. 3
S. R. & R. L. 16	2-6-0	Formerly	S. R. 3
S. R. & R. L. 17	0-4-4F	Formerly	P. & R. 2
S. R. & R. L. 18	2-6-0	Formerly	S. R. 2
S. R. & R. L. 19	2-6-2	Formerly	S. R. 8

The three Eustis engines continued to carry their original numbers and lettering. It will be noticed S. R. 8 was numbered 19. This was her second number on the S. R. & R. L. as she was allowed to retain her original number, but when the S. R. 16 arrived it was decided to number her 8 and renumber the 8 to 19. The 19 ran as #8 only a very short time.

The numbers 1 to 4, inclusive, were set aside for the Sandy River #1, the Franklin & Megantic #1 and #3, and the Phillips & Rangeley #4 but so far as can be ascertained, they were never renumbered by the S. R. & R. L. Which engine was to get which number is not known. Two general renumbering schemes have been suggested, the first being that the F. & M. #3 and #1, the S. R. #1, and the P. & R. #4 carried the numbers 1, 2, 3, and 4 in the order listed. The second scheme suggested is that S. R. #1, F. & M. #1 and #3, and P. & R. #4 were renumbered in the order listed. The statement of several of the older employees that there were never any engines on the road numbered from 1 to 4 adds weight to the statement that these engines never were renumbered. On

the other hand there is positive proof that they were not scrapped at the time of consolidation. Undoubtedly they were stored for future disposition but retained on the records as serviceable motive power.

Freight and passenger equipment was not immediately renumbered but ran with their original lettering until they were in need of a coat of paint at which time the new numbering and lettering was applied. It is impossible to give a list of the new numbers for the records have been destroyed and between that time and 1936 when the road and equipment was scrapped the numbers were changed several times on most of the rolling stock. However a partial listing of the original and final numbers is possible but is naturally subject to corrections. The F. & M. combination 1 became 11, the baggage car 2 became 4, plows 3 and 4 became 512 and 515, flangers 5 and 6 became 503 and 504. The two from the Sandy River were renumbered 501 and 502 while those from the P. & R. were renumbered 505 and 506. The 506 and one of the F. & M. plows were sent up on the Eustis and stayed there until 1911. The Sandy River had a snow leveller which became 521 but was not in service very long. The cabooses were renumbered in the 550 class. The P. & R. caboose became #555. The parlor car "Rangeley" of the Sandy River became #9. The two excursion cars were not renumbered but continued to carry their last Sandy River numbers, 27 and 31. The combination cars of the Sandy River were renumbered 12, 13, and 14 while the coaches became 16, 17, 18, 21, and 22. The 16 was the old Sandy River 1, according to the original Sandy River numbering, and was purchased by that road from the Billerica & Bedford where it ran as the "Sylvan." Coaches 19 and 20 were the old P. & R. 3 and 4 while the 15 was the P. & R. 1. Even a partial listing of any of the freight equipment is out of the question. The rolling stock at that time consisted of seven passenger cars, four combinations, one parlor car, three baggage cars, fifty-eight box cars, eighty-three flat cars not including twenty-five leased from the Eustis, five caboose cars, and one road car as well as several plows and flangers.

During the reorganization period the company maintained practically the same service on the main line and branches as was maintained under independent ownership; three trains a day from Farmington to Rangeley, three from Strong to Bigelow and two to Green's Farm from Rangeley and Eustis Junction. This arrangement was slightly altered during the winter months, there being but two round trips a day made by the passenger trains over any of the lines.

The financial results of the consolidation came up to the expectations of the owners and the first year the company paid a dividend of one per cent on the outstanding stock, or \$2,416, out of the net profit of \$6,355.

Soon after the merger the State Commission reviewed the petitions of the narrow gauge roads for various extensions and new lines. As all the petitioning companies had been merged into one, the commission saw no reason why all the petitions could not be granted. Consequently permission was given to extend the old P. & R. from Rangeley to Oquossoc, the Eustis to Stratton and Flagstaff and the F. & M. to Flagstaff.

At the same time the commission gave their permission for the operation of such extensions and, if the railroad so desired, to operate a loop train from Strong. Naturally it would have been necessary to construct the track from Green's Farm to Bigelow via Stratton and Flagstaff to run such a train.

If the commission had handed down such a decision ten years earlier the companies would probably have come to some agreement and constructed nearly all, if not all, of the trackage mentioned but by this time standard gauge roads had made a majority of the extensions worthless investments by building into the territory that would have been served by the narrow gauge. The company never took advantage of the decision in any way but contented itself in operating what main line trackage it already had.

The year following the consolidation the company brought in a new single unit passenger engine and ran her as #9. The engine was Baldwin built and of the same design, except for outside frames and cranks, as #8, the former Sandy River #16, opposite which she ran. These two engines handled the trains that were too heavy for the little 0-4-4's but too light for the Moguls.

At the dictation of the New York, New Haven & Hartford, which was then the most powerful railroad in New England, the Maine Central gained control of the S. R. & R. L. by purchasing all of the outstanding stock early in 1911. This stock, on open market, cost the Maine Central \$225,000.

While the Maine Central was thus gaining control of the S. R. & R. L. the narrow gauge was gaining control of the Eustis by buying up a majority of the bonds. When the interest fell due the company demanded a settlement but as this was impossible the S. R. & R. L. foreclosed. On August 24th, 1911 the Eustis was sold at foreclosure to the S. R. & R. L. One week later, August 31st, the Maine Central took over active control of the narrow gauge and proceeded to completely reorganize it.

By right of purchase the officials of the M. C. became officials of the narrow gauge. At this time these were Morris McDonald, president and general manager; George S. Hobbs, secretary, vice president, and comptroller; Dana C. Douglass, clerk; George W. York, treasurer; Philip M. Hammett, superintendent of motive power; Charles D. Barrows, purchasing agent; T. L. Dunn, chief engineer. F. A. Lawton was retained as superintendent of the new subsidiary while F. N. Beal continued on as general freight and passenger agent.

The following year, 1913, the higher officials were changed. Hobbs moved up into the presidency while A. P. Foss took his place with the title of comptroller. C. P. Blatchford was appointed clerk while B. T. Wheeler became chief engineer. The positions of purchasing agent and superintendent of motive power were abolished.

Besides the railroad the Maine Central obtained a small amount of stock of other companies when they gained control of the narrow gauge. Most of the stock had been purchased by the railroad company in an attempt to indirectly obtain more business. In all the company had \$3,800 invested in outside firms; \$3,000 in the Rangeley Tavern Corpora-

tion, \$200 in the Phillips Woolen Company, \$100 in the Hudson Lumber Company, and \$500 in the Phillips Hotel Company which was inactive at the time, in fact, it showed signs of being a dead loss. All of this stock except that of the Phillips Woolen Company was sold at whatever it would bring.

As soon as the new owners gained access to the books they found that there was a funded debt of \$232,000. This was immediately purchased for \$208,000 which cleared all the debt of the old company except the first mortgage bonds. To balance this account it was necessary to pay \$4,279.13 accrued interest. For a time this total of \$213,079.13 was allowed to remain on the books as a floating debt.

With the transfer of the books completed the owners turned their attention to bettering the property. The first thing they considered was the motive power. They found fourteen of the seventeen engines in serviceable condition. These were eight 0-4-4's numbered 3, 5, 6, 7, 17, 20, 21, and 22; three 2-6-0's numbered 15, 16, and 18; two 2-4-4's numbered 8 and 9; and one 2-6-2 numbered 19. Engines 20, 21, and 22 were the renumbered Eustis engines 7, 8, and 9. There were three old 0-4-4's that were considered unfit for future use and so were ordered scrapped. These were engines 1, 2, and 4.

The following year, 1912, the owners actually went to work. Around the first of the year a 4% and a 5% dividend was declared. This amounted to \$7,852. At the same time a hundred and fifty shares of stock were ordered to be sold and eventually went at par. First mortgage 4% bonds amounting to \$107,000 were issued and these together with \$125,000 in bonds held by the company were sold at \$90 and used to retire the entire floating debt. This cleared the books of all funded and floating debts and brought the outstanding first mortgage bonds up to \$837,000. The first mortgage covered everything owned by the company except the Alder Stream and Mount Abram branches.

On March 1st, a hundred and eighty-four shares of stock were sold at par. The next day five hundred and eighty-four shares were sold at par to obtain the necessary funds to build a branch, later known as the Barnjum Branch, to improve the property, and to pay the floating debt which had accumulated since the last meeting. Work on the branch was begun immediately and was completed the next month. This line was built from a point north of Sanders Station to a point near the southwest corner of Mount Abram Township. A large part of the improvement of the property consisted of new and heavier steel on the main line and a new turntable at Perham Junction. Two cattle cars numbered 491 and 492 were purchased. A third cattle car numbered 493 was purchased in 1915 and all three staid in service until the Phillips-Rangeley line was discontinued. At that time they were scrapped and the trucks used to replace those under other cars.

A locomotive was rebuilt with a new boiler while eight freight and two passenger engines were placed under contract for immediate delivery. However, they were never delivered for some reason, probably the company found it cheaper to rebuild the old power than to replace it with new and probably heavier equipment. Engine 3 was scrapped along with 1, 2, and 4, ordered scrapped in 1911.

A 1.25% dividend, amounting to \$3,437.50, was declared on September 11th, payable October 15th. This was followed early in 1913 by three other dividends, two of 1.25% declared on January 8th and March 21st, payable on January 15th and April 15th, and one of .25% declared on June 11 and payable on July 15th.

Hard on the heels of the last 1912 dividend came the necessity for the sale of more stock. Two hundred and fifty shares were sold at par on October 1st. On the 15th of January, 1913, the company was forced to borrow \$25,000 on short time notes to retire the floating debt. This was followed on May 29th by the open authorization of \$200,000 in common stock thereby increasing the total capital stock to \$500,000. A total amount of \$40,000 of this new authorization was issued and sold before the middle of 1915. In spite of the need to issue stock to meet expenses and make improvements the company continued to pay dividends. They were small but were dividends none the less and averaged about \$7,000 a year. This practice was kept up until after the peak of prosperity was passed in 1919.

During the period between June 1912 and June 1913 several changes were made in the roster of rolling stock. A baggage car was retired and one purchased to take its place. Twenty-five box cars and the same number of flats were purchased while one box and six flats were retired. One road car was retired. This left the total number of cars in service at three hundred and thirty-seven, made up of seven passenger cars, four combinations, one parlor car, three baggage cars, six miscellaneous passenger cars, eighty-four box cars, two hundred and eleven flats, two stock cars, five caboose cars, and fourteen road cars. Before the first of 1914 three caboose car bodies were received from the Waterville shops of the Maine Central and the third cattle car arrived. Besides these four pieces of equipment the company brought in a new freight engine. She was the largest on the road, carried the road number "23" and was a Baldwin built Prairie type. To take care of the increasing wheel tonnage the main line between Phillips and Farmington was relaid with heavier rail, 50 pound relay steel being used. At the time the three caboose bodies were received one of the old cars was scrapped.

The 23 was considered one of the most reliable engines on the road. She rode as steadily as any engine, was easy on the track and fuel as any of the smaller engines, and in her twenty years of active service figured in only two derailments of any importance. The first one occurred when she was on a snow plow train. She left the track and turned sidewise but landed right side up. The second happened on a winter day when she was running north from Farmington. Her pony truck jumped the track and ran for nearly three miles on the ties before the crew noticed it and the train was stopped. We can hardly call her tussle with the 16 in 1924 an engine failure.

Alder Stream Branch was taken up in 1915 as it was no longer needed while the steel was used to lay the Langtown Branch which extended west across the river from a point on the Eustis. The steel of the Dago Branch, the name by which the section between Green's Farm and Berlin Mills Camps was known, was pulled up right after the Eustis became part of the system. Like the Alder Stream Branch the Langtown

was for logging purposes only and no passenger equipment was ever sent up over it. The same year air brakes were installed on some of the freight equipment, to be exact, four engines and a hundred ninety-three freight cars. At the same time three engines were rebuilt with new boilers.

One of the company's best customers was the Hudson Lumber Company. They not only brought in long timber over the road but shipped out finished lumber and turned goods. Naturally the officials of the railroad became interested in the business and eventually their interest reached the point where they decided it would be an excellent idea if the railroad should invest a small amount in the lumber company. Consequently \$1,000 was voted and set aside to purchase ten shares of stock at par, \$100. This was done. Late in 1914 the lumber business began to fall off and the railroad sold their stock in 1915 for \$98 per share. During the company's prosperous years they often rented an engine and flats from the narrow gauge to help handle the long timber around their mill.

The rest of the freight equipment was fitted with Westinghouse brakes in 1916 along with four passenger cars. Engine #18 was completely rebuilt with a new boiler and was fitted with air brakes. An extension of 1.1 miles was made to the Madrid Branch from Gray's Farm to Sandy River, thus opening up a new section of standing timber and pulp wood. As for new equipment, only one car was purchased in 1916, a flat, but engine #10 was purchased from Baldwin. This little engine was a 2-4-4 Forney type passenger engine and was used to replace old #5 which had shown symptoms of old age for some time.

Fire paid the road a visit in 1917 and completely destroyed the old P. & R. roundhouse at Rangeley. Engines #10 and #21 were up there at the time and both were pretty badly burned, #21 worst of all. As the fire was at night it gained good headway before it was discovered and it was impossible for the crew to get either engine out. The following morning #18 was sent up from Phillips, chained the two engines out of the wreckage and hauled them down to Phillips. Both engines were immediately repaired and put back in service.

In 1919 the road hauled 70,000 cords of pulpwood at which time the peak of prosperity was reached. The same year the equivalent of 5,000 standard gauge box cars of freight was moved westward and 1,000 eastward besides a large number of passengers and much miscellaneous freight. The freight revenue for that year totaled \$350,000 but immediately began to drop off.

The same year, to help take care of the enormous amount of freight and the steadily increasing passenger traffic, the company purchased a freight and passenger Prairie type engine from Baldwin and ran her as #24. This was the last engine purchased by the company and with her arrival engine #7 was retired.

When engine #24 was built the builders, through an error in the specifications submitted by the railroad company, made the tank eight feet wide instead of seven. Under ordinary conditions the extra foot made no difference but when the water was low it had a tendency to slosh

back and forth, setting up a heavy rocking motion of the tank which tended to throw it off the track. This condition was known by all the crews who kept a careful watch on the tank and when they saw it begin to rock from side to side the engine would be slowed until the motion ceased. The surest precaution against any possible trouble was to keep the tank as full as possible.

On this particular summer day of 1919, #24 had shoved some empties on her nose up to Bearces on the Madrid Branch and was dropping back down to Madrid with several racks of pulpwood, the engine running tank first. Everything was running smoothly, the engine crew was taking it easy while Conductor Fairbanks and his brakeman were riding the top of the last load and admiring the scenery. Suddenly the water began to slosh as the tank ran out on the trestle at Madrid Village and before the engineer could slow down it jumped the track. This derailed the engine and the pounding of the drivers over the ties caused the trestle to collapse. The engine crashed into the ledge under the trestle with such force that the shock was distinctly felt in houses a quarter of a mile away. The momentum of the train caused most of the cars to follow the engine to the floor of the gully. Naturally there was considerable damage besides the completely flattened trestle.

By sticking to the engine the head end crew came out of the mess better than would be expected. The engineer sustained a severe shaking up but the fireman, who happened to be the son of Engineer Dana Aldrich, received injuries which were feared for a time would prove fatal. Conductor Fairbanks happened to be looking down the train at the time the tank began to rock and saw it swerve as it jumped the track. He didn't wait to see how things would turn out but let out a yell and joined the birds. His brakeman didn't have the slightest idea what it was all about but figured he would probably be better off if he followed the conductor. Both came out of it with slight bruises and scratches received from the gravel and brush when they landed.

After much trouble the engine was derailed and hauled to Phillips for repairs. While she was in the shop the tank was cut down to seven feet and gave no more trouble.

In 1919 the section of the Eustis Branch from the junction of the Langtown Branch to Green's Farm was abandoned. No rail was removed, the trains just stopped running over it. Logging trains continued to maintain spasmodic service to Langtown.

The extensive advertising campaigns put on by the M. C. boosting the Rangeley Lakes section brought many people to that district. During the summer months it was not unusual for there to be as many as four hundred paying passengers on one train. The enormous amount of wild game attracted a great many sportsmen.

An amusing story is told of an engine crew on the morning passenger train which ran from Strong to Carrabasset quite a few years ago. The train was laboring slowly up a steep grade near Carrabasset when the fireman sighted a deer. Without mentioning the fact he seized his rifle, stepped off the engine and started for him. At practically the same moment the engineer saw a deer on his side and without noticing the absence of the fireman, jumped off the engine after his deer without

bothering to shut off. As the last car passed the place where the men had unloaded the conductor, who happened to be on the rear platform, saw his engine crew on the ground and realized there was no one in the cab. He lost no time in getting through the train, climbed over the tank into the cab and shut the kettle off. There the train set until the two men returned.

That evening the superintendent called both men up before him for leaving the engine but instead of taking the reprimand humbly both were highly indignant over not being allowed to stop and hunt, should the occasion arise. A shot gun or rifle was considered as part of the standard equipment on any engine on the road and it can truthfully be said that any member of the crew could use his gun as well as he could railroad.

During the peak the stock that had once sold for ten dollars soared to seventy-five and paid a dividend of twenty per cent. Every engine the company owned and about twenty crews were kept working night and day. Three passenger trains daily made the trip from Farmington to Rangeley with others making the run from Strong to Carrabasset. Main line extras were run as fast and as often as loaded cars could be picked up and made into a train. There seemed to be no end to the demand for pulpwood and long timber.

During the boom times passenger trains running between Rangeley and Farmington made excellent time considering the fact the run included what was supposed to be the worst section in the entire system, exclusive of the branches, the former P. & R. One of the little single unit engines used to pull its train the forty-seven miles between the two stations in ninety-eight minutes, including stops at Redington, Phillips, Strong, and sometimes Dead River. The distance between Phillips and Farmington was frequently covered in thirty minutes. Engineer Aldrich, when asked about the fastest time between Rangeley and Phillips, said he had made the twenty-nine miles in fifty-six minutes back in the days before the consolidation with P. & R. #4, the "Bo-Peep," hauling at the time only one car. The running time included three stops. When Engineer West, who was standing close by, was asked about his time he laughingly said he had made it in fifty-six minutes too. There was always a friendly rivalry between those two. It is quite likely both took more chances than the superintendent would have approved of.

No matter how large or small a road is, comedy plays a part in its history, smoothing over many of the bumps and lightening the load that is bound to pile up on the shoulders of men running day after day over track where most anything can happen and usually, sooner or later, does. Ed West was acknowledged the comedian on the S. R. & R. L. and no one was safe from his dry wit or practical jokes. To say that all his pranks were harmless is to stretch the truth a bit but apparently Ed was satisfied if someone got a laugh out of it. So far as is known Ed pulled only one joke that backfired and that was the time he trigged the 15 in the Phillips roundhouse. The joke was aimed at Christopher Boston, the engineer of the 15, but in getting clear of the inch nuts with which Ed had blocked her drivers, #15 went into the inspection pit before Boston realized a joke was being played on him.

In spite of the actual need for it the heaviest equipment was hardly ever sent above Redington or over the tracks of the former Franklin & Megantic. Although the bridges might have carried any load imposed on them they were considered of light construction and the company figured there was no sense in running any unnecessary risks. As a matter of record we might add that #23 made only one trip up the old P. & R. as far as Redington bridge and that was as a pusher. She also made one trip up the F. & M. as far as Summit with a snow plow.

On account of the danger of fires from sparks, log trains were generally run after dark during the summer, or when the ground was free from snow, for then the heavy dew protected the dry underbrush. During the winter when there was snow on the ground, there was no danger from fires and trains ran when necessary.

For some reason most of the crews on logging jobs west of Strong tied up at Phillips. Jobs working on the F. & M. and the K. & D. R. apparently tied up at Kingfield.

It was only natural that the matter of boarding and lodging the section gangs who worked on the sections of track passing through the less populated parts of the county should present a problem. It was absolutely necessary, particularly during the winter when heavy snows covered the tracks, that full gangs should be on hand at an instant's notice at any spot along the line. The problem was finally settled by building large two story houses in which the section foreman lived with his family and which still had enough room to lodge the rest of the gang. The wife of the foreman agreed to feed the men for a nominal amount. Such buildings were located at Eustis Junction, Redington, and other remote points on the line.

The little line was a real railroad in every way. Trains were dispatched from a central station at Phillips and every train carried a complete crew. Every piece of rolling stock was kept in excellent condition. The right-of-way was extremely well kept. The rails on the main line were kept in perfect alignment. Short sections in the Farmington-Phillips line had been relaid at various times with heavy relay steel until it contained rail weighing 50, 52, 55, 56, 58, and 60 pounds per yard, a real crazy quilt of weights. The rails above Phillips and from Strong north were no less perfect. The rails above Huston Brook on the former K. & D. R. and on the Eustis were of heavy steel and these too were kept in good alignment although the Eustis was not in use. All of the track then in use was grassed out and well ballasted with gravel.

Although there was no noticeable labor trouble on the S. R. & R. L., nearly every man carried a union card.

During the winter of 1922 engine #20 jumped the track and went down the dump up on the old P. & R. where the heavy steel ended and the light steel began. When the company took a look at her they decided that she wasn't worth fixing up, as she was pretty well worn out anyway, so they brought her back to Phillips and stored what was left in the old P. & R. roundhouse.

It was in January 1923 the little road had one of its major catastrophes when the roundhouse at Phillips burned, said to have been caused

by the side curtains of one of the engines catching from the firebox. Seven engines were caught in the blaze; 8, 16, 17, 18, 19, 21, and 22. The little #6 was standing inside but when the fire was discovered a crew was hurriedly gathered together, got her out and used her to drag #23 to safety. The larger engine was undergoing repairs at the time. One other engine was at Phillips, #15, but escaped the fire owing to the fact she was stored in the old P. & R. paint shop to the north of the yard near the covered bridge which carried the track over the Sandy river towards Rangeley. Engines #9 and #24 were at Kingfield while #10 was at Rangeley so the road was lucky enough to save six engines although one was not exactly in a running condition. This was the second time the engine house had burned for sometime prior to 1908 it had gone up in smoke and damaged several engines.

The next morning #6 took the passenger train out while #15 ran ahead with a snow plow. Everything went fine until the snow train reached a point near Flood's Flat when the engine broke a driver axle. The passenger train then dropped back to the last station passed and notified Phillips. An engine was sent down from Kingfield, hooked onto #15 and shoved her into a snow-filled unused siding where she staid until spring. As she was worn out, the company scrapped her when they got her back to Phillips. Engine #8 was so badly damaged by the fire that she too was scrapped. All the other engines were, in time, rebuilt.

Business had been steadily dropping since 1919 and the bondholders had not been regularly paid their interest. They had held off foreclosing or putting the road under a receivership in the hopes that the management would get on their feet and that back interest would be paid up. It would be hard to say if the Phillips fire and the subsequent scrapping of motive power had anything to do with it but on July 1st, 1923 the bondholders requested that receivers be appointed. This was done and Josiah S. Maxcy of Gardiner and Herbert S. Wing of Kingfield took over the road for the bondholders. The M. C. turned all the stock over to Maxcy and stepped out from under. This made Maxcy sole owner of the railroad and the receivership gave him the privilege of running it about as he pleased. From the beginning of the receivership it appears that Maxcy left the operation of the road in the hands of Wing while he controlled the finances.

In fairness to the receivers it must be said that for a time the road was able to hold its own but with the completion of a hard surfaced road to Phillips from Farmington and a fair road from Phillips to Rangeley, trucks and busses began cutting sharply into the freight and passenger business. Private automobiles did their share in removing the passenger traffic. Revenue from operations began slipping down at an alarming rate.

Five years after the road went under receivership, 1928 to be exact, the revenue from freight had dropped to \$189,000 and two years later it had dropped to \$130,000. The passenger revenue was well below \$10,000 a year. Years before, when the sections were operating independently, the Sandy River operated on less than 55% of its gross earnings but now things were really in a bad way. Immediately the management made drastic retrenchments to try and keep the red ink off the books.

The last wreck on the road was in 1929 when #10 was hauling the mixed job from Farmington to Rangeley, Engineer Dana Aldrich. Derailing near Winter Brook the engine slewed around, but did not turn over, although the mule-end baggage car, #6, rolled upside down, burying Baggage Master Dustin beneath several crates of broken eggs.

In May 1931, the steam passenger trains between Phillips and Rangeley were taken off. At that time only four of the company's engines were in active service, the other six having been stored for some time, but with the discontinuance of the Rangeley run one more was stored. Only three engines were left in active service, #16 pulling a mixed train over the system, #24 hauling pulpwood, and one other engine at Kingfield doing the branch line freight work. Two rail busses had been built in the company shops and these were put on the passenger runs, one running from Farmington to Strong, Phillips, and Rangeley while the other ran from Strong to Carrabasset. During the following winter the Phillips-Rangeley run was discontinued on account of lack of funds. Incidentally the busses were stored and a steam train run in their place. This was done because the busses could not be operated successfully if the line was blocked by even a small amount of snow.

The close of 1931 was extremely disheartening. The gross revenue had dropped to around \$100,000 and after everything possible had been subtracted from it the company found themselves with \$47,370.66 on the wrong side of the ledger. That was for only one year, 1931. Besides this deficit the company owned 290 freight cars, most of which were stored on sidings, six passenger coaches, three combination cars, two baggage and mail cars, five snow plows, eighteen cars for company service, two rail busses and trailers for passenger and express service, three rail motors for company service, and two motor trucks for use on the highway. Besides these there were two excursion cars stored at Kingfield along with the parlor car. The parlor car was seldom used except for private parties travelling to and from exclusive camps during the summer. On such occasions it was chartered and run as an extra.

When the Maine Central turned the road over to the receivers in 1923 they released, in all, fourteen engines which included those burned in the roundhouse fire. The engines were numbers 6, 8, 9, 10, 15, 16, 17, 18, 19, 20, 21, 22, 23, and 24. Between the first of 1923 and 1931 four engines were completely eliminated while 21 broke a driving axle in the early winter of '34 and was stored permanently. Engine 19 had also been permanently stored. Little #6 went to the Kennebec Central in 1925 and replaced their #2. Although the M. C. had made no attempts to repair 8, 15, and 20 they counted them as engines in the final survey.

Accidents on the narrow gauge were not unusual but seldom serious. When an engine claimed the life of any of her crew, she was draped in black and wore her funeral dress for a month. There was the time a freight was on the old P. & R. and making good time but as she was skirting a mill pond the track suddenly dropped out from under her. The engine took to the water but remained upright. No one was hurt and upon examination the crew found that industrious beavers had misdirected their industriousness by undermining the track. Then there

was the time engine #6 broke a driving axle while pulling passengers. The engine dived down the dump and a combination toppled over against the trees. Unfortunately the engine crew did not get out of it so well for the engineer was badly shaken up while his fireman was burned terribly.

Snow plows had a habit of running off on a tangent from the track. The engine usually took an opposite tangent. Dirty snow or ice was generally blamed for these derailments. It was an even toss-up as to how the crew fared on these unexpected cross-country trips.

Brakeman Dustin still dislikes the job of operating a flanger during a blizzard but the wonder is he continued to railroad at all. He was the flanger man on the tail of the Rangeley mixed. It was snowing a blizzard; they were several hours off the advertised, and Engineer West was running the wheels off his train to get into Rangeley before daylight. Between the dark, the blizzard, and the flying snow from the plow on the front end, Dustin was having a hard time keeping himself oriented. The train stormed down on Dead River and flashed past the station without slowing. Dustin, completely lost, caught a glimpse of the station as the flanger shot by, and frantically grabbed for the lever to raise the flanger legs so they would clear the highway crossing. He was not quite quick enough and the legs fouled the crossing planks. The flanger seemed to hesitate a second, then bucked and dived off into the second growth alongside the right-of-way. Dustin walked back up on the track but it took a lot of honest New England perspiration to get the flanger back.

There were a great many more runaways on the road than were reported for all that ended with the train in one piece and on the iron were promptly forgotten. No engineer ever cared to admit a train had gotten away from him.

Sluice Hill was up on the P. & R. section west of Perham Junction. The drop to the east was about 2.5 miles long and made up of 4 and 5% grades. This particular section saw more unintentional fast running than any other part of the road and eastbound trains eased over the top with extreme care. None of the crews believed in asking for trouble. On the other hand westbound trains hit it doing everything they possibly could and then sometimes had to double.

When Engineer Fred Leavett eased his train over the hump and started dropping down to Perham everything was apparently in order. As the train began to roll Leavett kicked a little air under the wheels. The engine bucked against the cars but there was no satisfying check of speed. A heavier application only caused the engine and tank wheels to lock. There wasn't any question about it, something was decidedly wrong. Judicious use of sand and air would momentarily check the train but the speed slowly increased.

Back in the dog house the crew wondered what Leavett was trying to do but as there was no call for brakes they covered their uneasiness by roundly cursing the engineer for fast running. Leavett didn't whistle for brakes simply because he felt fairly sure that if things didn't get any worse they would get down without any trouble, except, possibly a set of hot drivers and innumerable hot boxes along the train. He didn't have to be told he was going down "The Hill" faster than he ever did before and faster than he ever wanted to again.

Finally down near Perham Junction Leavett managed to buck his train to a stop and piled off to see what was wrong. It didn't take him long to find out. When the train was made up and the engine backed down on the cars the brakeman had coupled the air hose but had failed to turn the angle cock, thus turning the air into the train line. That meant there was no air under anything but the engine and tank.

While Leavett was pumping up the train line the conductor came up as mad as a wet hornet but upon being told what the trouble was he had nothing more to say.

On another day Perham Junction saw the end of another runaway that came close to ending quite differently. At this point the Barnjum Branch swung northeast from the main line and climbed steadily for four miles to Barnjum's, a log loading camp. Cars spotted there for loading were necessarily on a heavy grade and great care had to be used in trigging them lest they get away and run to the Junction.

Cars spotted at Barnjum's were placed above the loading ways and as they were needed a man was sent up who would release the brakes and ease them down to the desired spot. Just as soon as they were loaded they would again be dropped still lower to make way for more empties. The loaded cars were tied down as tightly as possible and usually chocked to await an engine to ease them on down to the main line.

The ritual of dropping the cars to and beyond the ways had been done so often that apparently the men had become a bit careless. On this particular drop everything would have been all right if the man hadn't let the loads get to rolling a bit too fast before he decided to pinch them to a stop. He wound the brakes up as tight as he could but found that although the brakes were squealing the cars were picking up speed. There being nothing else to do and not desiring a ride to Perham Junction with no assurance of arriving in one piece, he joined the birds and limped back to the ways with the sad news. The cars proceeded to take the bit in their teeth and scorch the rails to the Junction.

Meanwhile the passenger train to Rangeley pulled into Perham Junction. The engine crew hit the ground and began oiling around while the usual routine associated with the arrival of a passenger train at a way station took place. Suddenly there was noticed a gradually increasing roar. The engine crew looked up in time to see the two cars dash into view, fire flying from every journal and wheel, and head for the switch that would turn them onto the main line and into the head end of the passenger train. A collision seemed inevitable and the crew scattered in all directions but they had hardly started to run when it was all over. As the cars swung into the long curve which terminated at the main line switch they jumped the track and landed at the bottom of the fill. Like most accidents it happened before the passengers knew anything was wrong.

A similar incident occurred on the old K. & D. R. section one time when Engineer Charles Hodgeman was hauling the passenger train north from Kingfield to Bigelow. The engine suddenly developed a minor ailment so Hodgeman decided to stop and make the necessary adjustments. While he and his fireman were working beside the engine they

heard a rumbling in the distance. Owing to the fact that the track followed the river and made a long curve at this point it was possible to see the line for quite a distance. When the two men looked up they saw a string of box cars rapidly approaching. Sensing that they had broken loose on the grade at Carrabasset, Hodgeman frantically began trying to back his train out of danger while his fireman began placing ties from a convenient pile on the track. The cars hit the tie pile and catapulted off into the field. Hodgeman brought his train back while the fireman removed the ties, the fireman climbed on and the trip was continued without even having to repair the track where the derailment occurred.

The engineer was the same Hodgeman who was killed when engine 8 tipped over. He was pulling passengers out of Farmington at the time and due to fast running the engine tipped over on a curve near Fairbanks station. The fireman was not badly hurt but Hodgeman was caught in the cab and scalded to such an extent that he died a few hours later.

Fortunately there were very few deaths suffered in the line of duty on the railroad. Hodgeman's was one of the most conspicuous. Another was that of a section hand at Rangeley who was knocked down by a backing caboose and before he could roll clear the wheels caught and decapitated him.

Falling off trains was something else for those little box cars snapping back and forth made it extremely hard to decorate the tops, particularly when snow and ice covered the foot boards. If there happened to be any logging trucks in the train, then most brakemen thought several times before trying to walk the ten feet or more over the stiff-shackle from truck to truck.

Leavett was bringing his train down through Reeds Station as if the Devil was after him one night when Brakeman Ardene Sweetster had business at the front end and started out over the tops, some of those empty logging trucks were in the train and Sweetster tried walking the stiff-shackle. He lost his footing as the train passed the Reeds station and went down. Conductor Fairbanks was watching him and saw his lantern drop. He immediately flagged the front end and after fighting the slippery rails Leavett got stopped out on the Devil's Elbow, a series of extremely sharp curves. The whole crew walked back dreading what they would be sure to find but the harder they looked the less they could find. The brakeman's lantern was found thoroughly smashed but no brakeman. Finally they heard groans and after following the sound they found the brakeman wedged in under the station platform where he had been skidded by the fast moving train. They dragged him out and other than being knocked out cold he was no worse off by the experience.

Another brakeman tried walking a stiff-shackle but did not come out as good. When he went down he managed to grab hold to the shackle with his hands and legs. The car was so low that by the time the train was stopped the gravel and ties had stripped him of everything except his shoes and the collar of his shirt. It took some time for his lacerated back to heal.

One time a freight was coming in from Rangeley with #16 for an engine, Dana Aldrich engineer. For some reason one set of tender wheels were derailed, and the crew put the car replacers under in preparation to getting it back on. The fireman was down beside the tank watching the progress of the wheels up over the rerailer, when suddenly, without warning, the tender tipped slowly over. The leverage of the stiff-shackle twisted the engine so that she too lifted up, and slowly laid over beside the tender, with Aldrich still on his seat. No one was hurt, and no damage done to the engine. Water sloshing in the tank at the psychological moment was reported as the cause.

There was a head on collision between 23 and 16 during the summer of 1924 in what was known as the Phillips West Yard, the old P. & R. yard just north of the covered bridge. Dana Aldrich had the 23 shifting pulp racks out on the main line at the south end of a long curve. The 16 with a string of freight cars came down from Rangeley and eased into the curve, running very slow, fortunately. Aldrich was looking back over his train while his fireman was about midway the string passing signals. The engineer on the 16 was on the outside of the curve while his fireman was on the deck cleaning his fire. In this manner the two trains crept together before either crew was aware of their danger. No. 16 promptly rolled over and was slightly damaged but #23 simply stopped. A smashed cowcatcher was her only damage.

Another entanglement took place at Strong when two passenger trains locked horns. A too hasty checking of the ball signal was to blame for that, but it is impossible to go on forever telling of the adventures of the different crews, derailments, collisions, snow slides, floods, forest fires, and a score or more of minor adventures. Yes, the narrow gauge was always offering those who worked on her, thrills, if you can call it that, and an unending line of close calls. Many a man side-stepped the scythe of Old Man Time, not once but many times; looked Death in the face and walked away; gambled and won by a hair; prayed and had his prayer answered. The men accepted it as part of the day's work, it was just a part of the game, you finished the run or somebody finished it for you. That was everyday railroading on the Sandy River Line.

But to get back to the road's troubles. As truck and bus competition increased the company was hard put to keep going. They were tempted several times to close down but the business of two pulpwood mills kept them going. At first both mills flatly refused to use the trucks to haul their pulpwood out of the woods for they realized the importance of keeping the railroad in operation. However the truck companies were so persistent in their attempts to obtain the business that the two mills finally gave it to them. The railroad promptly folded up and on July 8th, 1932 the last train was run. All of the equipment was stored but none of the rail was removed.

Then came winter. The company hoped it would be a particularly severe winter so the inhabitants of the section served by the railroad would get a taste of being without a means of transportation but the weather was extremely mild, that is for Maine, and the plan fell flat. Many of the pulp and turning mills along the line had counted on the

line as a secondary means of transportation, a means of moving their products when the roads were blocked by snow and its closing gave them something to worry over. One firm, the Lawrence Plywood Company, promptly moved to insure transportation during all kinds of weather by petitioning the railroad company to reopen for business.

On April 17th, 1933 the road started running trains again over part of the system. The track westward from Phillips was abandoned and was soon impassable on account of washouts. The branches were allowed to be overrun by second growth. The only part of the former extensive system opened for operation was the old Sandy River from Farmington to Phillips and the old Franklin & Megantic from Strong to Carrabasset. During the spring of 1933 a rail bus left Phillips twice a day for Farmington and connected with another rail bus from Carrabasset and Kingfield at Strong. A daily freight was run from Phillips to Carrabasset via Strong, back to Farmington, then back to Carrabasset and finally to Phillips. An extra engine was kept steaming in case of emergency. This service was practically a continuance of that maintained until the previous summer. The freight train hauled a combination but passengers seldom rode in it.

At the time the road reopened the management made an appeal to the people of the section to support the railroad but, as is often the case, the people were not interested in keeping the road as they had forgotten what it meant to the section. The people continued to patronize the busses and trucks while the railroad struggled along as best it could. The management finally cut their freight rates and later cut the passenger rate to 3c per mile. With the new rates in effect business slowly began returning to the road. To encourage the continuation of rail service as much as possible the Town of Phillips exempted the company from taxation. This was a real help considering the amount of real estate and the number of buildings owned and occupied by the company inside the corporate limits.

Rangeley was completely isolated so far as rail service was concerned. The railroad yards there were left intact, simply abandoned. The yard contained a neat layout of tracks, a three-stall engine house in front of which was an up-to-date steel table, coaling shed, and such other buildings as go to make up an efficient terminal.

The various branches radiating from the old P. & R. were slated to be pulled up. It was the intention of the management to take the steel off the Eustis and relay the old F. & M. from Strong to Kingfield but this was never done. The branch was exceedingly well built and even after abandonment showed its capability of standing heavy loads. The grades were light, the curves long and banked and it was apparent that the P. & R. hoped to, someday, use it as a main line. The Madrid was built for and looked like what it was, a logging spur. East of the point where it joined the main line, Madrid Junction, a wooden turntable was placed to turn the engines operating into the woods. At the time of the consolidation the stream at Madrid Junction was crossed by a long, curved, wooden trestle but sometime later this was replaced by a fill which caused the present pond to form.

At Perham Junction, where the Barnjum Branch left the main line and struck off to the east, there was only a couple of passing tracks, a gravel pit and a wooden turntable that had suffered severely from fire and the weather. These stood as a monument to the former prosperity of the branch. The track swung off and immediately started ascending the mountain on a sharp grade that was something over 4% and about a mile long. It then flattened out slightly, but continued to climb, and wound in and out along the side of the hill forty or fifty feet above the dank, shady river bed clear to the end of track.

During the winter of 1933-34 the road continued to operate at a loss in the hopes that when spring cleared and the track and summer business picked up the road would get on its feet. Repairs were kept down to a minimum. When a car became unserviceable it was put on a siding and another took its place. Motive power was handled the same way.

With the opening of summer the rail busses were put back in service and only one engine kept in service. The larger of the two busses ran from Phillips to Farmington and return while the smaller ran from Strong up the old F. & M. Each bus made two trips a day while the steam train made a round trip from Phillips to Farmington via Strong and Kingfield once a day, except Sundays, when no trains were run.

It was during September and October 1934 that the management removed all the steel west of Redington. The steel from a point two or three miles north of Carrabasset to Bigelow had been up for some time. In removing the steel west of Redington the line was cut at various places and a rail motor and trailers were used to haul the rail to the nearest highway crossing. There it was piled until trucks could be hired to haul it to Oquossoc for shipment over the Maine Central. The following summer the management removed all the steel down to the Phillips yard limit and the heavy steel north to Carrabasset.

Owing to the lack of funds, the motive power was allowed to get in a rather poor condition. If repairs were absolutely necessary, enough was done to put the engine on the road, nothing more. This practice naturally was responsible for many engine failures and from January, 1935 to the first of April, three months, there were twenty-one engine changes. Engines No. 18, 9, 24, and 17 were juggled back and forth. Engine #10 pulled the Phillips-Farmington train during the winter and had little trouble, all the changes being made on the Kingfield run. Number 23 had been pulled out of service in 1931 for a general overhaul and had not been put back.

Some of the engines were badly in need of repairs when spring opened up. Engines No. 16, 19, 21, and 22 were completely worn out or in need of an A-1 overhaul and so were permanently stored.

In spite of the condition the equipment was allowed to get in, and probably on account of it, the road was beginning to make money. For some reason, though, the receivers decided to put the road up at public auction. Local gossip said the receivers wanted the road put up and sold so that it could be bought in for a song and at the same time kill the funded debt. Thus they would acquire a railroad that showed signs of paying a good dividend on a small investment. If such was the case,

their plans misfired for on Saturday, May 18th, when the road was auctioned off, Maurice Sackoff of Portland, Maine, and Harry S. Kamenske of Nashua, N. H., outbid all other bidders and obtained the road for \$20,200. The sale was subject to confirmation by the Supreme Court of Maine, which was to decide what date, not later than July 1st, 1935, the purchasers were to take possession.

Immediately the receivers went to work junking the short section of track extending out of Carrabasset towards Bigelow which had been left in place when the line out of Bigelow was pulled up and hauled the steel to Farmington and Phillips. No equipment was touched.

At the time of the sale it was understood that the whole road would be junked if the permission of the Public Utilities Commission could be obtained. One of the purchasers went so far as to say that the engines and cars had already been sold to the Nicaraguan Government for use on the government owned railroad and that the rails, which he estimated at 10,000 tons, were to be torn up, shipped to Portland and there reshipped to Japan. The entire super-structure, equipment and steel, actually weighed a trifle over 5,000 tons.

The news of the proposed junking of the road was no sooner out than several owners of mills and factories served by the narrow gauge got together, went to Augusta and entered protest against the proposed abandonment. It is hard to say if their action had anything to do with it but several weeks later the road was resold to H. E. Salzberg Company of New York City who maintained that it was to be junked. It was said that Sackoff & Kamenske sustained a loss on the transaction rather than to have to operate the road which they were afraid the Commission would make them do. In the mean time the road continued to operate.

On June 28th, 1935 the Supreme Court sanctioned the sale. Without waiting for the Commission to give them permission, the owners rushed notice to Phillips to close down the next day, June 29th, but on notice that it would be impossible to clean up the freight on the road by the time specified the owners gave orders to run a clean-up train on Sunday, June 30th.

The next day engine 24 and a crew went out and began bringing all the equipment into Phillips yard. One trip was made and the following day the crew went out again and brought in about thirty cars. This completely choked the yard. A few cars were left scattered over the road besides six box cars that were sold to a sawmill just north of Strong on the F. & M. branch. The 24 was then put away until definite plans had been made.

About the first of August work was started on scrapping the oldest motive power. Engine #22 was the first to go followed in September by #19, in October by #16, and before the year was out the two wrecks of #7 and #20 in the old P. & R. roundhouse were scrapped along with the disabled #21. The Bridgton & Harrison wanted the rail busses but after a time withdrew their offer.

In January, 1936, the owners started burning the cars for their iron. They were hauled to a gravel pit below Phillips about ten at a time and toppled from their trucks by drag chains hooked to the engine.

The torch was then applied to the car bodies and the trucks hauled back to town where they were placed on sidings until their turn came to be torn down in the company shop. Engine #24 was used for this work while a horse hauled the trucks from the siding to the shop. Practically all of the passenger equipment and the cabooses were sold along the line for various purposes. The parlor car went to Strong. Two passenger cars were sold for use as a woman's club at Farmington.

All of the engines stored at Phillips were offered for sale first at junk prices of old iron, which at the time ran around fifteen cents per hundred pounds, and then at a flat price of two hundred and fifty dollars per engine. No one immediately came forward to purchase them although it was the general impression that both the Bridgton & Harrison and the Monson could use one of the smaller engines.

With the opening of summer, 1936, work started in earnest. A wrecking crew started at the end of steel above Kingfield and began removing the rail, stripping the road completely as they came. To clean up the road of equipment overlooked the previous summer and of light scrap, one of the big Reo passenger motors and two trailers were put to work. Engine #18 handled the steel trains and the heavy scrap. It had been the intention of the wrecking boss to use #24 but a private individual came forward, bought her for sentimental reasons, and had her stored at Phillips in a shed. Engine #9 was kept ready to relieve #18 in case of trouble.

On Wednesday, August 13th, 1936 the last rail was lifted from the old Franklin & Megantic at Strong. The crew then dropped back to Phillips and several days later began scrapping all the engines except #18 and #9. It had been originally intended that the engines be hauled down to Farmington and the work done there but even after some of the engines had been moved orders came through to cut them up in their stalls at Phillips. As soon as the engines had been cut up and hauled to Farmington the yard was stripped completely and the crew started pulling up the main line towards Strong. Work progressed rapidly, the bridges came up and joined the scrap pile. Everything that was saleable came up. On September 16th, the last rail was taken up at Farmington and work began on cutting up the two remaining engines. That rung down the curtain on what was once the largest system of twenty-four-inch gauge track in the United States and left only memories to those closely connected with the road excepting engine 24 which was left in its shed miles away from even a length of standard gauge track. About two years later, she too was scrapped.

To those who knew the little road it was more than a railroad, it was almost human, it lived and was a vital part of the community. To stand on the platform at Phillips and watch the morning train for Rangeley arrive was to experience a feeling as if you were meeting a friend. If you should follow the train as it left the station you would soon clear the town and cross a covered bridge over the Sandy River. Just clear of the north portal a spur ran off into the woods to the left and let us follow this spur in our imagination as it was several years ago. The spur is clear for about a hundred feet but after that it is choked with second

growth so thick that one is hard put to force his way through. Among the trees and securely locked in place by them is the running gear and frame of an engine sitting on the rails but hardly supported by the punk-like ties. Just beyond the engine is the old P. & R. turntable, the pit of which is merely a depression in the ground grown up with small trees and shaded by larger trees until only a deep twilight prevails. The wooden table itself is so rotted that one hesitates to walk on the mould covered boards that form the walkway beside the rails.

Leaving the turntable and plunging again into the woods, but always following the scarcely discernible rails, we travel only a short distance when we step into an unexpected clearing which is entirely taken up with a stone structure, locally known as the "Old Stone Fort". This was once the P. & R. roundhouse. The top has long ago fallen in on the remains of engines rusting there, old S. R. & R. L. engines placed there after they had outlived their usefulness. The stone walls have fallen in places, pried loose by the trunks and roots of trees of the steadily encroaching forest.

Turning to our right we pass out of the building and again enter the woods but force our way only a short distance when we come out on the main line. After we climb the fill and stand on the track we look back and see only a wall of green, a dense wood which apparently extends without a break for miles and miles. There is no hint that this particular section of the huge Maine forest covers what was once the busy yards of the P. & R.

Again we cross the bridge and walk on past the station into the yard proper. We see a set of well kept sidings, an up-to-date machine shop, a large roundhouse with a steel turntable out in front, the coaling station, and the tracks from them all converging into the main line which passes out of sight over a slight rise to the east. We walk down to the throat and as the sun is just beginning to set and it is time for the last train, a mixed, to arrive, we wait for her. First we hear her blow for a crossing below town then she blows for the crossing at the top of the rise and while still whistling she appears. Amid dust, cinders, and a cloud of smoke she pounds down the grade towards us. There is a roar, an overpowering odor of burning coal and hot valve oil, a violent gust of wind and the engine passes. There is a roaring, rattling, banging as the cars pass and then a short silence almost immediately followed by much screeching as the brakes are set. Again silence and a peace settles over the yard, the evening train is in. We turn again to look to the east and, lo, there are no rails, there are no ties, nothing but a slight rise covered with weeds. We quickly turn again towards the yard and there is no yard. Where the turntable stood is a shallow depression in the ground. Where there were tracks there are only weeds and grass. Yes, the station is still there and as the sun sinks behind the distant hills a light appears in a window and we hear a wailing as if the evening train is again blowing for the board. As we turn our steps homeward we realize that we have been living in the past and there is a tear in our eye. But, why shouldn't there be? We have lost a friend.

Bridgton & Harrison Railway

BRIDGTON & SACO RIVER RAILROAD

Bridgton is a beautiful little town on the west shore of Long Lake in southwestern Maine. Even before the construction of the railroad it was a famous summer resort, one of Maine's most widely known beauty spots. Although many visitors came and went, Bridgton suffered acutely from its complete isolation from the rest of the world. During the closed months the only way to reach the town was by stage coach over rough and sometimes impassable roads. With the coming of spring and the breaking up of the ice on the lakes, a little steamer made the thirty-odd mile trip from the southern tip of Sebago Lake to Bridgton and Harrison. The stage trip was long and extremely tiresome while the trip by water was as long and almost as tiresome, although the natural beauty of the shore line and the frequent stops broke the monotony.

With the completion of the Sandy River R. R. and its successful operation in spite of unusually severe weather during the winter of 1879-80, certain citizens of Bridgton and vicinity became interested in building a similar railroad to connect Bridgton with the outside world.

A sort of preliminary organization was formed late in '79 and in January 1880, George E. Mansfield of the Sandy River R. R. was approached relative to taking active control of the company. In February he moved over to Bridgton, bringing with him certain other Sandy River men who had been with him during the construction of that road.

It was proposed to run the line from Gambo Falls, or White Rock, to Bridgton passing through Gray, Raymond, Casco, and Naples. Six miles of the route would be over the Portland & Oxford Canal tow-path. The length of the line was to be 30 miles and the cost approximately \$200,000. To help finance the project the towns along the line were allowed to loan 5% of the valuation as credit. It was seriously considered building the line direct to Portland.

In the year and a half that followed before the final organization of the railroad company, the route was completely changed. The only part of the original plan retained was that the northern terminal should be Bridgton. It is quite likely that opposition of owners of steamboat lines using the Songo river system of canals, lakes, and canalized rivers between Portland and the Bridgton section had something to do with the change of location.

On June 29th, 1881 the final organization of the Bridgton & Saco River Railroad Company took place. At this meeting a charter was requested and on July 19th it was granted.

As soon as the location of the line became known and it was seen that work had been started, an injunction was obtained by the stage and steamboat owners to stop construction. During the rest of '81 the plans for a railroad cooled while the company fought the opposition who sturdily maintained that stages and wagons augmented by lake steamers during

the summer served the section sufficiently and that the construction of a railroad was a criminal waste of money and entirely unnecessary. Progress could not be halted however and the railroad company finally won the case. Construction was again begun and on January 29th, 1883 the last piece of thirty-pound steel was spiked down. The track extended in an unbroken but crooked line from Hiram Junction on the Portland & Ogdensburg to Bridgton, a distance of sixteen miles. Two days later regular service was inaugurated.

The first train to leave for Hiram Junction was an occasion for much rejoicing by the good people of Bridgton. The opening of the railroad was the most important event in the history of the town and those of the citizenry who braved the midwinter morning to stand with the directors on the platform to see the train leave must have realized it. The road was a certain guarantee of greater prosperity to come. Every person there that morning must have felt real pride in the road and have been thrilled by the realization that the road had been built by their fellow citizens alone.

Under the provisions of the charter the company was allowed to issue common stock to the amount of \$90,000 or eighteen hundred shares at a par value of \$50 per share. The total amount was subscribed before the completion of the road but a small amount had to be written off the books as bad debts. At the September, 1882 meeting, a first mortgage bond issue of \$80,000 was authorized and issued. These bonds were due on September 1st, 1902, drew interest at 6%, and were issued to pay off part of the debt caused by construction. The cost of the road was \$166,035.74 while the cost of equipment, real estate, and buildings came to an extra \$26,013.39. The equipment consisted of two 0-4-4 Forney type engines, two coaches, a combination baggage, express, and mail car, a straight baggage car, five box cars, and ten flat cars, or as they were known at that time, platform cars.

Upon Mansfield's recommendation, the engines were built by the Hinkley Locomotive Company. They were delivered to the road in 1882, were numbered "1" and "2", weighed slightly over ten tons each, and, so far as is known, carried no names.

The first board of directors was made up of the following men elected in June 1883; William F. Perry, president; C. H. Burham, treasurer; J. A. Bennett, secretary; W. A. Stevens, P. P. Burnham, John W. Fowler, and Darwin Ingalls, all of Bridgton; Ilman Young of Hiram and Owen D. Gibbs of New York City. Other officials of the road were George E. Mansfield, superintendent; S. T. Stephenson of Gorham, chief engineer; M. M. Caswell, master mechanic; and Joseph Marque, road master.

From January 29th to September 30th, 1883, a space of only eight months, the number of train miles was 22,128, the number of passengers carried 11,826, and the number of passenger miles 173,478. The amount of freight moved was 4,528 tons, or 9.2 tons for each round trip, counting two trips a day. The gross income was \$12,512.68 against total expenses of \$9,977.40, leaving a surplus from operations of \$2,535.28. Taxes, in-

terest, and various other items finally cut this amount down to \$99.34. To raise cash for operating expenses it was necessary to authorize a second mortgage on the property for \$30,000. This was immediately done and certificates for \$20,800 issued and sold. The bonds were dated September 1st, 1883, drew interest at 6% and were due in twenty years. The surplus was quickly wiped out, however, and by December 1884 a deficit of \$1,438.10 had been built up. A small part of this deficit can be accounted for by the purchasing of a new freight car but the greater part was caused by the scarcity of freight. The lack of industries along the line was one of the disadvantages the company hoped to eventually overcome by interesting such factories, mills, and other enterprises in the locality as would furnish pay loads for the railroad. As it was, passenger traffic was the backbone of the company's revenue.

Feeling that a purchasing agent was necessary but not desirous of adding another official to the payroll, the board appointed M. M. Caswell to that position in '84. As he was also master mechanic he was in a position to hold the purchasing of material down to a minimum.

As the company was getting more and more in debt the directors decided on abolishing several of the official positions. This was done at the 1885 annual meeting and the company had to get along as best it could with only three officials, president, treasurer, and one position covering secretary, superintendent, ticket agent, and freight agent. J. A. Bennett held this while Perry remained as President and Burnham as treasurer. At the same meeting the board appointed three trustees of bonds, H. M. Payson, B. D. Verrill, and J. M. Kimball, all of Portland, Maine.

It might have been on account of policies inaugurated at that meeting or just a natural improvement in business but the fiscal year ending in '86 showed a surplus from operations of \$2,595.22. This amount offset the deficit and left a surplus of \$1,421.83. The following year the books again showed a heavy deficit which left a large sum in red on the left side of the page. But along with the deficit the company managed to obtain a caboose, a standard cupola type. A number of years later, on her first trip to Harrison, a low wire neatly removed the cupola and the company never bothered to put it back.

Between 1888 and 1890 the road was far from prosperous but the fact that the company continued operations proves that conditions could have been much worse. By 1891 the company was definitely back on its feet financially. Logging on a large scale was begun along the line and naturally the road handled both the long timber and the finished products. This ushered in the period of prosperity the company had been looking for for ten years. The surplus of \$492.22 brought over from 1890 increased steadily until by June 1895 it amounted to \$10,205.

The company did not increase its motive power or its passenger equipment before 1891 although it gradually added to its freight equipment. On January 1891 the freight equipment consisted of seven box cars, ten flats, a caboose, and a road car. During '91 they purchased another flat car. The road car was undoubtedly a snow plow.

Increased business caused the company to order another engine which was delivered in 1893 from the Portland Company. She was the same type as No. 1 and No. 2 but weighed eighteen tons and carried the road number "3".

Soon after the opening of the line straight passenger jobs were discontinued, except on special occasions, and mixed trains run in their place. By so doing the company was able to increase the revenue from operations and, at the same time, cut down the cost of transportation. This arrangement did not materially affect the passenger service as the tonnage moved, other than forest products, was extremely low. The freight was made up mainly of staple goods consigned to various concerns in Bridgton and Harrison.

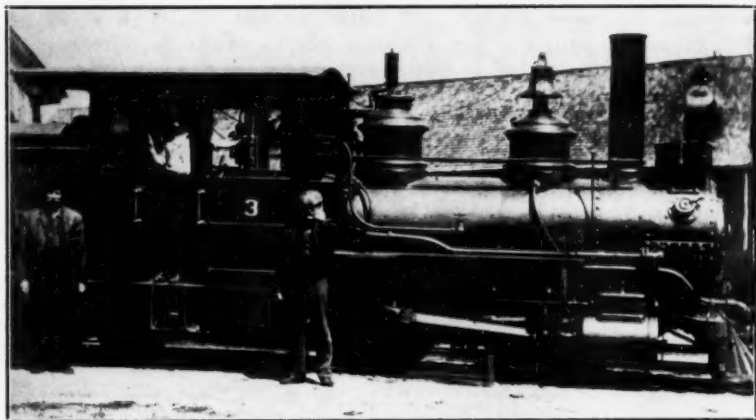
Between 1891 and '94 the company purchased six flats and between '94 and '96 they put into service three new box cars. Bennett continued to gather positions very much as a magnet gathers tacks. In '94 he was officially secretary, general manager, general superintendent, general freight, passenger, ticket, and baggage agent, in other words, he was the operating department.

While Bridgton was enjoying the blessings of a railroad, Harrison, five miles north of Bridgton, was still struggling along with only steamers and a stage coach from Bridgton to bring in its summer visitors. Harrison, like Bridgton, at that time was mainly a summer resort and during the warm months visitors poured into the little town in spite of the inconvenience of reaching there. Along with the visitors came their baggage and if one remembers the way ladies travelled in the late '90's he realizes that the transportation of this luggage was no small item. In fact, the B. & S. R. found that during the summer a good part of the freight hauled from the M. C. connection was trunks, boxes, and chests of wearing apparel owned by these annual visitors.

For several years the road's officials watched these potential passengers climb into the stage for Harrison. When the steamer stopped at Bridgton they saw her rail lined with more prospects and her small freight compartment jammed with their baggage. In 1898 they decided to do something about it and started extending the line to Harrison. The track was built through North Bridgton and extended on up the west shore of Long Lake. When opposite Harrison, which unfortunately is on the east shore, the track crossed the extreme northern part of the lake on a long trestle. This trestle landed the rails in the town of Harrison. The entire extension was laid with 35-lb. steel and was opened for operation on August 3rd, 1898. The total cost was \$17,499.

The trains from Hiram Junction, which became known as Bridgton Junction when the P. & O. was taken over by the Maine Central, to Bridgton continued on to Harrison and tied up there. This necessitated the laying out of a yard and the construction of such buildings as were necessary. Besides the passenger station, a freight shed, a two-stall engine house, a tool shed, and a house for supplies were built. The engine house was also used for a car shed. A "Y" was laid out for turning the engines.





B. & S. R. #3, 0-4-4, Portland, 1893.



B. & H. #6, 2-4-4, Baldwin, 1907, at Bridgton, 1933.

The shops and general offices remained at Bridgton although none of the trains except freights tied up there.

To finance the construction of the Harrison extension the company increased its capital stock to \$110,000 on May 1st, 1897 and issued first and second mortgage bonds to the limit of their authorization. The funds realized did not cover the cost of construction so in June 1898 consolidated gold coupon bonds drawing interest at 4% and due in thirty years were authorized and issued to the amount of \$122,500. These bonds were exchanged for the outstanding first and second mortgage bonds which were retired. As still more funds were needed new first and second mortgage bonds were issued but in 1901 a second issue of consolidated gold coupon bonds was authorized and issued to the amount of \$17,000. These bonds were due at the same time as those of the first issue and drew the same interest. For payment of small amounts the company continued to use the reissued first and second mortgage bonds. By 1902 the funded debt amounted to \$10,000 in first mortgage 6% bonds, \$2,200 in second mortgage 6% bonds, \$122,500 in first consolidated gold 4% bonds, and \$17,000 in second consolidated gold 4% bonds. To retire all the 6% bonds \$12,500 in first consolidated bonds were issued. This brought the outstanding first consolidated issue up to \$135,000.

While the board was thus juggling the company's finances the road continued to make money. The report for 1903 showed a surplus of \$8,865 with a \$5,455 credit in the improvement account.

With the completion of the six-mile Harrison extension and the inauguration of through service the management went in for a bit of advertising to try and increase traffic during the summer season by telling those interested about Bridgton and "its scenic charms, lakes, mountains and summer delights." This was done by the use of a profusely illustrated booklet which, besides describing the scenic beauty of the territory and the visitor's probability of rubbing shoulders with men and women of distinction, described the road in a very reassuring manner just in case there happened to be prospective passengers who would balk on account of the size and gauge of the equipment. At the very beginning the management proclaimed to the vacationing public that "Bridgton is now connected with the outside world by railroad. Yes, and one of the oddest, queerest, most interesting railroads on this planet. It is a two-foot gauge road, of original and peculiar design, and which to ride thereon is alone worth a visit to its Harrison terminus. It is twenty-one miles long, connecting at Hiram, thirty-six miles north of Portland, with the White Mountain Division of the Maine Central, and runs three passenger trains every week day."

Probably the road was odd and peculiar to a generation who still considered a ride in one of the new-fangled horseless carriages an experience to write home about, and at that time it was, but it certainly was not original. Within less than fifty miles of Bridgton the Sandy River, the Franklin & Megantic, and the Phillips & Rangeley had already thoroughly demonstrated the practicability of a road so "odd and peculiar." The people of Franklin County considered them neither odd nor peculiar and they had long ago ceased to consider there being anything radical in the design.

After introducing the main reason for publishing the booklet the writer settled down to a real vacation-selling campaign and dived headlong into his job by demanding, "How shall I get to Bridgton?" then begins the delightful description of the trip up from the junction. "The answer is as plain and easy as the route itself. You press the button at Portland, that is, buy an excursion ticket to Bridgton, and steam and the conductor do the rest. When the latter, soon after the train has passed famous Hiram Falls on the Saco River, cries, 'Next station is Bridgton Junction, change cars for Sebago, Bridgton and Harrison,' you gather up your luggage, and presently you step upon the platform and into the cozy little cars of the odd, narrow-gauge railroad. 'All aboard!' And as you see the long train of the Maine Central disappear on its northern way, you are on your quiet journey to the eastward for a fifty-minutes' ride to Bridgton.

"You need have no anxiety whatever, as the little engine, with its combined mail, baggage and smoking car, and its one passenger car, climbs and descends heavy grades, dashes around astonishingly sharp curves—a rare topographical instance, by the way—or accelerates its speed on a straight, level section, for the conductor, in reply to your question, assures you that in all the many years of the road's existence no passenger has been killed or even injured. So, disarmed of all fear, you are free to take your ease in your comfortable seat. As is the case with most other railroads, some sections of the way are dull and uninteresting, while others are interesting and pleasing, their charms heightened by very contrast. On leaving the Junction a pretty view is afforded at the immediate left. This is picturesque Hiram Village, situated at the foot of Mt. Cutler, a small mountain rising abruptly on its western side, and the Saco River, flowing through its residential and business midst, 'on its clear, winding way to the sea.' About a mile further on the train is following lively Hancock Brook, whose swift waters dash and foam and eddy along at the right; and soon you skirt a pretty lakelet, Barker Pond, on the same side, and very shortly, on the left, a larger and more beautiful sheet of water, Hancock Pond, whose calm, slightly blue mirror is set in a sandy-white and woodland-green frame, the southern segment of whose border is touched by the iron rails. This lake is much sought by summer guests in the vicinity, who, besides the pleasure of sailing its waters, find therein a plentitude of pickerel, salmon, black bass and white perch, or seek not in vain the brook trout in its incoming or outgoing brooks. And here, while the train halts some minutes to water the iron horse, you may enjoy a pleasing view in the distant northwestern horizon of the White Mountains, which however, wear a blue rather than white tinge, and a nearer prospect of the game-suggestive, picnic-hinting hills.

"Next you pass through a portion of the town of Denmark, noted as the birthplace and boyhood home of two famous Americans, Major-General Rufus Ingalls, Grant's West Point classmate and intimate friend, and Quartermaster General of the Army of the Potomac, and Gov. Hazen S. Pingree, of Michigan. Here is a way station, known as Perleys Mills, with a quickly-dissolving glimpse of a rustic mill, a dwell-

ling or two and a narrow stretch of open, farming country. A few miles further, after passing along a long and deep cut through granite ledges, you emerge from the forest into a typical down-east hamlet or village, with mills, store, post office and various industrial shops, church and schoolhouse, clusters of dwellings, and intersected by a wide stream—a pretty, rural neighborhood, bearing the uneuphonious name of Sandy Creek. A brief halt, and the train continues on through a two-miles' stretch of meadows, fields and patches of forest, crossing several times sinuous Willet Creek, and lo! you now disembark at Bridgton, a station which, in architecture and with its aggregation of people and teams, is a composite picture of the rural and the metropolitan. The wished-for goal is reached."

At this point of the journey the writer leaves us and branches off to describe Bridgton and its surrounding glories which gives us time to digest a few of the facts he set down. The "combined mail, baggage and smoking car" naturally calls to mind a combination baggage, mail, and passenger car but actually the road owned no such equipment. The car used was practically a duplicate of the combination express, mail, and baggage car with the express end fitted up with benches. All the gentlemen who wished to compete with the fireman in fogging up the air were sent forward to this compartment where they could smoke to their difference a few years make. Today the chances are the poor gentlemen heart's content without causing the ladies any inconvenience. What a would have to retire to the smoker to keep from being stifled to death by the smoke from the cigarettes of those same ladies, or at least those same ladies' daughters.

Continuing the journey north from Bridgton we find that "three miles north of Bridgton Center is North Bridgton, an elm-shaded, lake-bordered village which for quiet, restive charm is nowhere surpassed. A quarter of a mile south of the village proper is Glines Grove, where there is a way station of the B. & S. R. . . .

"From North Bridgton Village the cars run to Harrison Village, nearly two miles, which is the terminus both of the railroad and inland navigation. This pretty village and its outlying districts have, like Bridgton, become a popular summer resort." Nothing much is said of Harrison probably because the home-folks did not wish to give a rival summer resort too much publicity for as before stated the railroad was strictly a Bridgton enterprise.

In 1901 the company's fourth engine was delivered by H. K. Porter Company. Like the rest she was an 0-4-4 Forney but she differed from them in that her steam dome was inside the cab. As far as is known only two such 24-in. gauge engines were built, the other a year later but did not come to the B. & S. R. Five years after the arrival of #4 another engine was purchased, this time from Portland. A year later still another was brought in. It is claimed that the Portland engine, #5, was the last engine ever constructed by that firm. The other engine, #6, was a Baldwin. With the arrival of #5 and #6 from the builders, #1 was scrapped while #2 was sold to the Wiscasset, Waterville & Farmington where she ran as #5.

The company listed their equipment as of 1904 as four engines, two passenger cars, a combination baggage, mail, and express car, a combination mail, express, and smoker, eighteen box cars, twenty-four flats, one tank car, and several service cars. An additional tank was purchased several years later. The tank cars were built from flats, the tanks being bought and mounted on flats at the company shops. They were used until the road closed down and were the only 24" gauge tanks ever put in service in this country. Together they held a standard tank of liquid.

The next year, 1905, the company purchased their third passenger car. Following the trend of the time, the car carried a name as well as a number and was rather ornate with inlay, red plush, and nickel hardware.

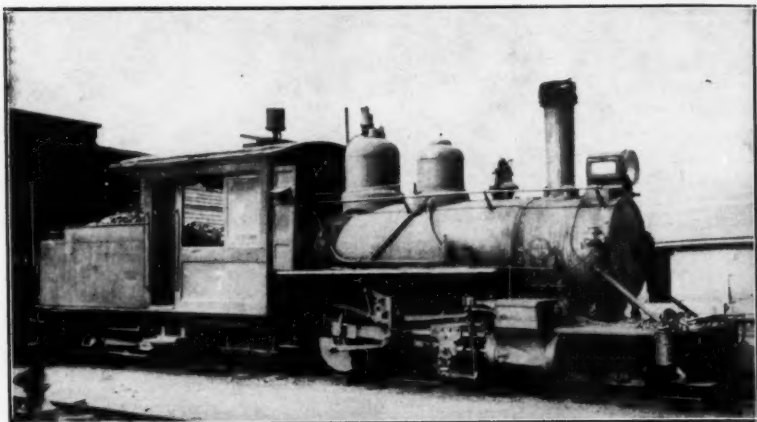
Finally, in 1908, Bennett gathered in the official control of the company by becoming president. He remained general manager and the general freight, passenger, ticket, and baggage agent. To relieve him of some of the duties of general manager, Everett A. Crosby was appointed assistant general manager. It seems that Bennett was a very efficient railroad official for under his management, both direct and indirect, the road prospered and although the total amount of the authorized first consolidated bond issue and \$28,000 of the authorized \$35,000 second consolidated issue was outstanding the company continued to pay its interest and dividends regularly. The majority of the stock was locally owned, the ten largest holders being the Saco & Biddeford Savings Institution, 232 shares; J. A. Bennett, 214 shares; Adeline P. Walker, 154 shares; F. E. Stevens, 143 shares; Maine Central Railroad, 100 shares; Alice M. Walker, 90 shares; Town of Bridgton, 82 shares; J. K. Martin, 60 shares; A. H. Burnham Estate, 50 shares; Ann H. Perry, 52 shares. The interest on bonds was payable at the Union Safe Deposit & Trust Company of Portland, Maine, trustee of the bonds.

While Bennett was general manager of the road, there were rumors of an electric line to be built from Portland up the east side of Sebago Lake, Brandy Pond, and Long Lake, through Windham, Raymond, Naples and possibly to Harrison and beyond. As the rumors had some foundation in fact, the possibility of such a road being built worried Bennett, as well as the other stockholders, quite a bit for it would have just about ruined the narrow gauge. Fortunately, the new company ran into financial trouble and the line was never built.

Increased passenger traffic made it imperative that more equipment be purchased. As the Wiscasset, Waterville & Farmington had a passenger car for sale, one of the large cars built for the Wiscasset & Quebec, it was decided to purchase it instead of a new car. This was acquired in 1909. Two years later a combination passenger and baggage car was purchased from the Sandy River & Rangeley Lakes R. R. to be hauled on the mixed jobs. This car carried the road number "25" after being put in service on the B. & S. R.

For some time the Maine Central had had its eye on the narrow gauge. The standard gauge handled practically all of the freight passing over the little line and they were in a position to have a fairly accurate knowledge of the amount of gross revenue received from the transporta-

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B. & H. #7, 2-4-4, Baldwin, 1913, at Bridgton, 1936.



B. & H. #7 coming through the woods.

tion of freight. They saw no reason why this shouldn't be diverted into their own coffers so on July 24th, 1912 they gained control of the narrow gauge company by paying par for all the outstanding stock, two thousand and forty-five shares. The official set-up was promptly broken down and reorganized with the M. C. officials acting as officers of the company. J. A. Bennett was retained as general manager but all the other officials were dismissed. Morris McDonald, president of the M. C., became president of the B. & S. R., George S. Hobbs, vice president of the M. C., likewise held that position with the narrow gauge, and so on down the official roster.

The first act of the new owners was to retire the floating debt by issuing \$7,000 in second consolidated bonds. This brought the outstanding amount up to the total amount allowed under the authorization. To say the least, the B. & S. R. was a good investment at the time and the M. C. was glad to get it. Each month saw an increase in the freight revenue, most of which was from the transportation of farm and forest products. The largest total operating revenue for one year was in 1921 when it reached \$112,338. Not bad for a twenty-one mile railroad.

The M. C. had no sooner taken over the road when they ordered a new engine from Baldwin. She was delivered in 1913 and ran as #7. Engine #3 was sold that year to the Kennebec Central where she ran as #3. In 1924 the company again purchased a new engine from Baldwin and ran her as #8. Engine #4, the Porter, was partly scrapped and abandoned to the weather. This left four engines in service. To take care of the heavier motive power and increased load per axle the main line was relaid with 52-pound M. C. relay steel.

As was to be expected the M. C. began making improvements as soon as they could. In 1912 they purchased a flanger, a plow, three flats, and three box cars. At the same time an old camp car was retired and later scrapped. This gave the company a total of twenty-nine box cars, thirty-three flats, and three road cars. Improvements to the real estate consisted of an addition to the machine shop, a change in the car shed, and a new coal shed at Bridgton Junction. At Harrison the car shed was pulled down as being no longer needed. Financially it was practically impossible to improve conditions. In 1913 a 5% and a 6% dividend was declared amounting to \$5,368.13. Even after these were paid enough was left in the treasury to pay for the Bridgton Telegraph Company. This company owned a two-wire telegraph line paralleling the railroad from Bridgton to Bridgton Junction and was purchased to make the dispatching of trains by telegraph possible, as well as an investment. Two years later, 1915, three fifteen-ton flats were purchased from the S. R. & R. L.

Like all other railroads, the B. & S. R. had its troubles. The mills located along the line gradually cut over the land and trees fit for lumber became more and more scarce. One by one the mills closed down and as each mill closed the railroad lost that much more revenue. Eventually there was not a lumber mill in operation along the line and not a flat of logs or lumber was to be found on the whole railroad. With the upward trend of wages and the high cost of coal, it cost more to operate the road than before, so much so that the total revenue would hardly pay

the salaries of the employees. Of course, as many summer visitors came and went, maybe more, but a good many did not patronize the railroad and the revenue from that source which had been looked upon as certain, dropped steadily.

Conditions finally became so bad that the company had to default in the payment of interest on the bonds. Beyer & Small, investment brokers of Portland, Maine, held bonds of the road and immediately instituted foreclosure proceedings. The court did not order a foreclosure sale but appointed Robert Braum and Carroll S. Chaplain receivers and ordered the road turned over to them. The transfer was made on October 1st, 1927 and the M. C. stepped out of the picture, so far as the narrow gauge was concerned. The year 1927 ended with \$13,510.38 on the wrong side of the ledger and with conditions gradually becoming worse.

The receivers did all they possibly could to better conditions financially. To do this the service as maintained by the M. C. had to suffer which was bad but better than the loss of the road. Only one engine was kept fired and that used to make the two daily, except Sundays, round trips between Harrison and Bridgton Junction. The personnel was considerably decreased, in fact, it was hardly more than a skeleton crew. These moves helped a great deal and although the company did not begin to make money hand over fist the receivers felt that even with ordinary luck things would straighten themselves out. Then came the financial crash of 1929.

People stopped visiting the section, apparently they were scared to take a vacation or they were too busy trying to get back what they had lost. The few that did continue to come and go used the highway. Passenger traffic dropped to nothing while the freight tonnage dropped so that it no longer deserved to be called "tonnage" but "poundage." Practically every train operated at a dead loss and it was not at all unusual for a train to make a round trip and not pick up a single piece of freight or a passenger. The receivers saw all their efforts blow up practically over night and realized that so far as the operation of the line as a profitable enterprise was concerned they were licked. Almost immediately they petitioned the court to permit them to sell the road as the only means left of salvaging at least a part of the cost. Permission was granted and on June 1st, 1930 the line with all its real estate was sold to the Bridgton & Harrison Railway Company which had been organized sometime before in anticipation of the sale.

BRIDGTON & HARRISON RAILWAY

As soon as the financial condition of the B. & S. R. became generally known the residents of Bridgton and vicinity became greatly agitated for they realized that unless something was done it meant the beginning of the end of their rail connection with the rest of the world. A sort of preliminary organization was hurriedly formed and a charter applied for. With the granting of the charter on March 28th, 1927 the Bridgton & Harrison Railway Company began its official life. Its only purpose was to acquire and operate the B. & S. R.

Immediately after the granting of the charter the preliminary organization was broken down and the organization of a permanent organization begun. This was completed and approved on November 3rd, 1928 with H. E. Burnham as president and general manager, S. H. Irish as treasurer, and E. F. Corliss as secretary. The board of directors consisted of H. E. Burnham, E. F. Corliss, J. A. Morrison, H. E. Morrison, J. B. Pike, Chas. E. Gleason, and S. H. Irish. The authorized capital stock consisted of three hundred fifty shares of common stock with a par value of \$100 per share, or a total capitalization of \$35,000. The B. & S. R. continued to struggle along and for nearly two years the new company marked time, waiting for something to break. Purchasing the road outright from the Maine Central was entirely out of the question.

The break came with the financial crash of '29 and on June 1st, 1930 the road was put up for sale at auction by its receivers. The company promptly bought it in and continued operations.

The very first day the new company had control there was a wreck. Engine #8 and a passenger car tipped over while bound for the Junction. Although no one was hurt, it was a rather ominous beginning.

As general agent, H. E. Heath, who held a like position with the old company, was retained.

The first big item to be settled was how to operate, maintaining practically the same service, without going into the red. Several ideas were brought up but it was finally decided to build a rail bus as the S. R. & R. L. had several in service and they were proving entirely satisfactory, mechanically as well as financially. This was done and the steam train retired from all runs except when there was an extra heavy load of passengers, express, or mail. There was not enough freight to worry over but when it was necessary to haul the tank cars, and such freight as had accumulated, an engine was fired up and run in place of the bus. On October 30th the service between Bridgeton and Harrison was discontinued and eventually the rails were pulled up and sold for scrap. Repairs to the entire line were maintained by one crew working out of Bridgeton with a motor car and trailer.

Constant use eventually caused defects in the rail bus to become troublesome and in the interest of economy it was decided to build a second. This new outfit ran from about 1933 to 1936 and consisted of a motor unit carried on six wheels, two leading, two following, and two drivers, and a two-wheel trailer. The two following wheels and drivers of the motor unit were set close together and formed a crude 4-wheel truck but the small wheels carried practically all the weight, leaving very little to insure traction. The power plant and body of the motor unit were taken from a second hand 1929 model of a popular, cheap, six cylinder automobile. To insure the outfit staying on the steel and at the same time to utilize the material on hand, the leading and following wheels of the motor unit and the wheels of the trailer were taken from scrapped box car trucks. The boxes were also used. These wheels weighed almost as much as the rest of the outfit and certainly

served their purpose by holding it down. Passengers, five was the limit, were hauled in the motor unit while express and mail were hauled in the trailer.

During the winter deep snows made it impossible to use the rail bus for there wasn't enough weight on the "drivers" to enable it to break through snow drifts. A steam train was then run on all trips and the bus stored. Naturally the road was under its heaviest expense during the winter when it was necessary to keep the line clear of snow regardless as to how many trains were run other than that used to haul the mail twice a day to and from the Junction. Engines #6, #7, and #8 were the only ones kept in running condition, #7 and #8 being the regular and emergency engines while #6 was kept intact in case something happened to one of the others and she had to fill in.

The company used its caboose as a sort of combination car to haul on the mixed trains and hauled everything in it that could be gotten through the side doors. If it was convenient, combination No. 25, the old S. R. & R. L. car, was hauled but if the number of passengers were few, the caboose ran. During the first part of July and the last of August, the months the summer season opens and closes, the company hauled a large number of people passing through to and from the many summer camps which had sprung up like mushrooms along the lake shores. On such occasions the old passenger equipment was dragged out and dusted off. At one time during the 1934 season the company had to run three-car specials to take care of the campers. The baggage was so plentiful that box cars had to be pressed into service as baggage cars and the officials as well as all the employees had to put in a strenuous day handling trunks. These trains were locally called "Campers' Specials" and were the bright spots in an otherwise financially stringent existence.

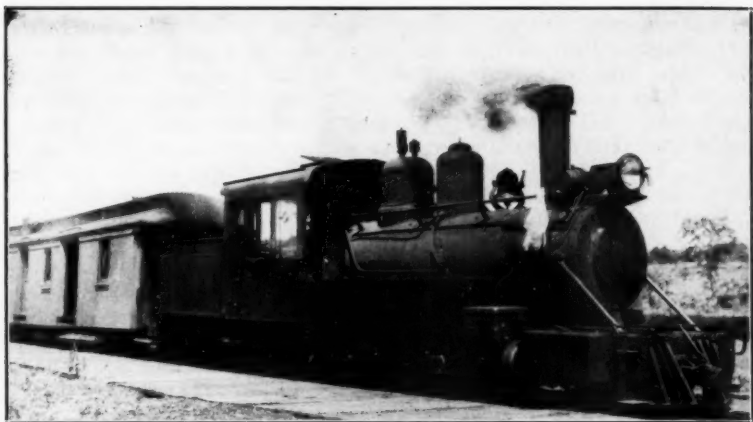
On one day during the 1936 season the road was taxed to an even greater extent. Engine No. 7 hauled four passenger cars and one baggage to the Junction at one time but so great was the load that she was forced to make two trips to get them back to Bridgton, bringing in two one time and three the next.

Most of the equipment never was relettered but continued to carry the B. & S. R. lettering and numbers. Among the few pieces relettered were No. 8, the caboose, and a few freight cars. The passenger equipment had its old lettering painted out and eventually the numbers were also covered. This was done simply because it was easier to paint over the numbers than around them.

For the fiscal year of 1935 the company listed their property investment at \$21,769 with a security investment of \$624. As was to be expected there was a net deficit from operations for the year of \$7,432. The one bright spot in the whole report was the line calling for the amount of the long term or funded debt. In the space left for the amount could be proudly written "None" and the fact that the company had no yearly interest to pay is probably the main reason why it managed to be the last 24-inch gauge passenger carrying road in the country.

Fortunately the floods of March 1936 did not damage the company's track to any great extent. If it had there is no doubt it would have





B. & H. #8, 2-4-4, Baldwin, 1924 at Bridgton Jet., 1940.



B. & H. #8 and train. A bit of woods and lake.

meant the end of the B. & H. for after fighting snow all winter there were no funds for rebuilding washed-out track. After the water had subsided it took the combined section and train crews, working together, only a week to repair all the damage done. For once Dame Fortune had smiled on the struggling road.

In October of '36 the road received a very useful gift in the form of a second hand rail bus, old No. 4 of the S. R. & R. L. The other rail bus was promptly relegated to the past so far as regular duty was concerned. The company was very glad to get the outfit as the second outfit was beginning to show signs of age although so far as years of service were concerned, it was still practically new. This new bus was also able to travel in deeper snow for there was more weight on the "drivers" and all in all, it was a much better job. When seen travelling along the track there wasn't any doubt it was a piece of railroad equipment while with the other it was a toss-up as to just what it was.

That same fall engine No. 6 was discarded, shoved on a siding, and parts sold to anyone who wanted them. This left only No. 7 and No. 8 to handle the traffic. All the engines were fitted with vacuum brakes only, as was the passenger and freight equipment. On an engine and two or three cars it worked pretty well but as the length of the train increased its efficiency decreased in direct proportion. On a long train the elapsed time between the application and the forming of a complete vacuum in the train line was too long, in other words, they were too slow.

In February 1937, H. E. Burnham resigned his position as general manager of the road after serving continuously from the date of organization. C. R. Dodge was elected to fill the vacancy. He was followed soon after by M. E. Heath.

During 1938 and the first part of 1939 such equipment as was in need of extensive repairs was scrapped. The company was in a bad way and the money received for the scrap iron was more than welcome. When the officials called a halt to the scrapping, the company had left two engines, four passenger cars, one baggage car, twenty flats, twenty box cars, the caboose, two tank cars, a plow, a flanger, the rail motor, and several pieces of work equipment. Title to the two tank cars was turned over to the Standard Oil Company of New York and an agreement entered into with that company concerning their upkeep and transportation over the road.

Conditions became so bad the town fathers called a meeting of the tax payers relative to disposing of the railroad stock held by the Town of Bridgton. This amounted to five sevenths of the total amount of outstanding stock. At the meeting on October 9th, 1939 it was decided to request the directors to sell the road. The request was made but the directors flatly refused to do so. A fight between the two factions, which threatened to become a political issue, dragged along until December 8th when the directors agreed to advertise the road for sale, but still refused to ask for abandonment. The price agreed upon was \$20,000.00 or over. Mr. James V. McNutt was designated to handle all negotiations.

The road was no sooner advertised when a junk dealer from Newburyport, Mass. offered \$20,000.01 for the entire superstructure, ex-

clusive of the real estate, provided permission could be obtained to cease operations. A substantial down payment was deposited in the Bridgton bank against the final settlement.

Early in the spring of 1940, No. 7 had to be pulled out of service for her firebox was in a bad way and there was no money to repair it.

Arguments for and against abandonment continued until the directors capitulated and on May 13th, 1940 permission was requested of the Interstate Commerce Commission to discontinue service and scrap the road.

As soon as the request for abandonment became known, the attempts to save the road were accelerated. Extensive advertising was done which resulted in many parties being attracted to Bridgton to view and ride on "the oddest passenger carrying railroad in the country." Many specials were run and several times the entire road was chartered for a day. The company began to make money again and as nothing was heard from the I. C. C. hopes began to run high.

During one of the excursions in August, the participants got together and took up a collection of around \$50. This money was presented to the company with the stipulation that the firebox of No. 7 be renewed.

No one can possibly tell just how long the road will continue to operate but it is generally understood its future depends entirely upon the I. C. C. and the sentiment of the citizens of Bridgton.

The Monson Railroad

When the Bangor & Piscataquis was built through to the northern part of Maine, the line was laid up the valley of the Piscataquis river to eliminate as many grades and fills as possible. This route caused the railroad to miss the village of Monson by about four miles which was quite a disappointment to the citizens of that community for they had previously had high hopes of enjoying the benefits and conveniences of having the road pass through their midst.

During the open months passengers and freight were hauled to Monson by stage and wagon but during the winters deep snows covered the roads and the village was completely cut off from the rest of the world. The construction of the B. & P. at first apparently meant the end of this partial isolation but when the line was constructed the only thing it did was to cut down the length of haul from the railroad to the village. Conditions during the winter were as bad as ever except when some hearty soul, for a consideration, would fight his way to the railroad with a team and bring in supplies. The indefinite continuation of this condition was most distasteful to many of the people so several business men organized a company to construct a railroad between Monson and the B. & P. Around Monson were excellent slate deposits which were being worked extensively and the transportation of the output seemed to insure outbound freight for the proposed line.

The company settled upon the Monson Railroad Company as a title for their organization and obtained a charter on November 1st, 1882 with H. A. Whiting of Wilton, N. H. named as president; G. S. Cushing of Lowell, Mass. as treasurer and general manager; and J. B. Matthews as general freight agent. The board of directors consisted of John F. Sprague, W. H. Pullen, A. W. Chapin, all of Monson, and all the officers except the general freight agent. The main offices were located at Portland, Maine.

As was the case with all the other twenty-four inch gauge roads, the low cost of construction was the main reason for the selection of so narrow a gauge. The line was laid almost due south from the village 6.16 miles to a point on the B. & P. which came to be known as Monson Junction. Although the route followed was a bit long it was considered the best as it followed a natural valley all the way down to the Junction and hence saved the company a good deal of expensive filling and cutting. The track was laid with thirty pound steel and was completed and opened for operation on October 22nd, 1883.

At the time of organization it was agreed to issue capital stock to the amount of \$70,000. This amount was quickly subscribed and on the strength of these subscriptions the contract had been let but to the intense embarrassment of both the company and the contractor the subscribers were rather slow taking up their paper. In fact, as late as 1884 when the treasurer made his report, only \$1,250 appeared as having been paid in on the stock. For the time being the contractor had to be satisfied to wait for his money.

Immediately upon completion of the main line construction was started on a branch to and beyond a large quarry owned by the Monson Maine Slate Company. When completed the branch extended in a north-westerly direction from Monson a total distance of two miles. It was laid with thirty pound steel and was officially known as the Quarry Branch. At the slate plant, which was roughly a mile from Monson station, an extensive yard was laid out including a small engine shed and a turntable. In all there were three tables on the line, one at the plant, one at Monson, and one at the Junction. On the branch there was one heavy grade just north of Monson which descended to the slate plant and one heavy fill just northwest of the plant across a small valley.

The layout at Monson village consisted of a combination freight and passenger station, a single track, single stall car house, a double stall engine house with a small machine shop in the rear, and a small turntable. At the Junction there was a coaling shed, a water tank, and a table identical with that at Monson. The station was owned by the standard gauge but used jointly by both roads.

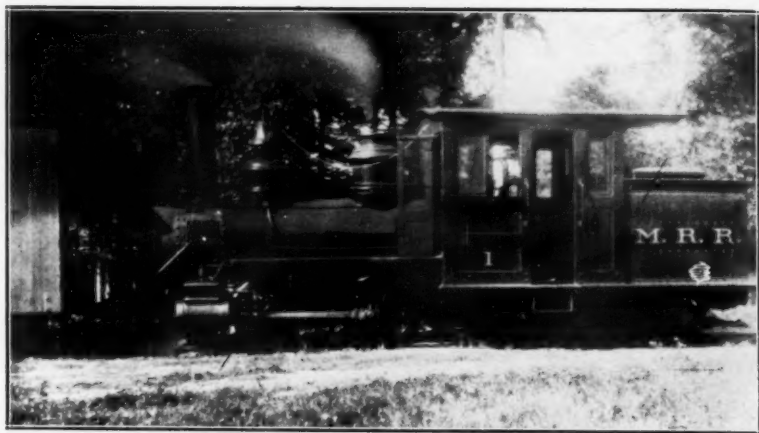
When the company began operations they owned two engines, a combination passenger and baggage car, four box cars, and twelve flats. Both the engines were single unit 0-4-4 Forneys built by Hinkley Locomotive Works of Boston. Owing to the high cost of coal and the cheapness and abundance of cord wood, both engines were wood burners. The engines carried the road numbers "1" and "2" although later in life the numbers disappeared, simply weathered away, and they ran with no visible identification. The company never was much concerned over numbers on the motive power and only touched up those on the rolling stock when it was absolutely necessary. The combination was a Laconia job built in 1883, the same year the engines were built, and carried the number "3".

The territory traversed was too sparsely settled to support a railroad and the freight moving north and the slate moving south, for little else left the section, did not furnish sufficient revenue to meet expenses. The deficit from operations for 1884, the first year of public operation, amounted to \$1,859.35 and it steadily increased each year thereafter. Revenue received from passengers and express never did equal the cost of hauling the combination regularly between Monson and the Junction.

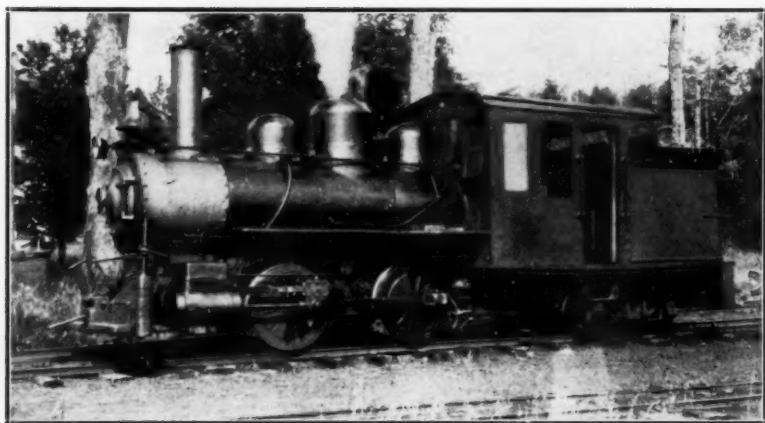
To pay the cost of construction, which had been carried as a floating debt, it was decided to issue bonds secured by a mortgage on the road. The bonds issued amounted to \$70,000 in \$1,000 coupon certificates drawing interest at 6%, dated April 1st, 1884, and due in twenty years. The entire issue was disposed of. At the same meeting the mortgage was authorized, J. F. Kimball was made vice president and it was decided to move the main offices to Lowell, Mass.

As time passed and the contractor became more insistent upon a settlement the directors decided that some means had to be devised to turn the extremely doubtful paper of the stock subscribers, which they had made no serious effort to take up, into a cash asset. To accomplish this each subscriber was approached relative to giving the company a negotiable note for the amount of his subscription plus accrued interest

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Monson R. R. #1, 0-4-4, Hinkley, 1883.



Monson R. R. #3, 0-4-4, Vulcan, 1913.

from the date of his subscription to the date of the note. Eventually the company found itself in possession of \$83,600 in notes receivable. This amount first appeared on the report of 1885 and as it did not appear again it is safe to suppose no time was lost in discounting the paper. On the same report a deficit for the year of \$3,196.93 appeared, making a total of \$8,300.05 on the wrong side of the book. Financially the company was getting nowhere fast, in fact, a little too fast for comfort, and the directors decided on a bold stroke to either completely finish the company or put it on its feet and on a paying basis.

Just as soon as the treasurer had discounted the notes and the bank had credited the company with the balance, permission was asked and granted to extend the road from Monson Junction to a connection with the Sebasticook & Moosehead Lake at Wellington. Work was started as quickly as possible on the survey and as soon as it was completed and the location approved bids were called for actual construction. While this was being done the board began making plans to increase their capital stock to \$700,000 for the purpose of widening the gauge to standard and to pay for the Wellington extension. Out of the same funds it was also proposed to extend the line from Monson to Greenville where a connection could be made with the Canadian Pacific. This could easily be accomplished by the extension of the Quarry Branch which had been built as substantially as the main line.

In spite of all the planning something went wrong and the company found themselves exactly where they started except they possessed a partially completed grade southwest from Monson Junction and a deficit for the year of 1886 of \$73,951.84 caused by the construction of that same grade. The gauge remained two feet and all thought of either extending the line or changing the gauge was permanently dropped.

At the time the expansion preparations were at their height the main offices were moved to Monson and there they have been ever since.

With the passing of the dream to really make something of the road, the company settled down to building themselves a formidable deficit, or at least it seemed that was their main reason for existing. Every year saw the company deeper in debt, until it is a wonder the bondholders didn't shut down on them. Possibly it was on account of it they didn't, for with a deficit of more than the road would bring at a forced sale, the bonds wouldn't be worth the paper they were printed on if the mortgage was foreclosed.

Three road cars were obtained in 1888. One was an 8-wheel snow-plow and another a snow spreader, a flat car with a sort of wing extending from the deck out each side horizontal with the track. The third car was probably a sort of work car or tool car. At any rate it did not last very long and was dropped from the official roster. The big wedge plow has not seen an over-amount of service being used only when the snows are too deep for an engine to break through and then only when it is absolutely necessary to run a train.

A slight change in the official setup was made in '88. Whiting continued on as president but J. F. Sprague was elected secretary and J. F. Kimball general manager and treasurer.

After a time it was found that the four box cars owned were not sufficient to handle the traffic requiring a covered conveyance. Slate was handled on flats fitted with end boards but as it could be handled practically as easily in box cars it was decided to take four of the twelve flats and rebuild them. This was done in 1891 and gave the road eight flats and eight box cars. Just as a matter of record we might state that at the close of that year the company had an accumulated deficit of \$178,820.20. A truly staggering sum for so small a road. By the end of '94 the third road car had disappeared.

Sometime during the first six years of the century the slate company gained control of the railroad by purchasing on the open market the majority of the stock, that is, enough stock to give them control of the road. In 1908 the company held four hundred sixty-three of the total seven hundred shares. As soon as the slate company was secure in its position the railroad company was practically absorbed and became part of the slate company. The officials were dismissed and those of the slate company acted in their place. The station agent at Monson, Harold E. Morrill, was retained as superintendent of telegraph, traffic manager, general freight, passenger, ticket, and baggage agent, and superintendent of express. The presidency was held by Charles J. Weir who also was treasurer and general solicitor. Fred H. Crane was secretary and George F. Barnard was general manager. All outstanding debts were paid off or compromised and the road began life anew with a clean slate. Since then all debts or deficits have been taken care of by the mother company and the line has been gradually reduced to the position of nothing more or less than an industrial line. True it still retains its official status as a common carrier and is obligated to haul such freight as is presented for transportation.

To effectively take care of their slate shipments, the company brought in six new flats. The railroad was not only responsible for the handling of the slate from the Monson Maine plant but also for the output of a second quarry operating on the line. For a good many years after the consolidation the company operated a passenger train down to the Junction and return twice a day but with the construction of a good road between Monson and Monson Junction the train service was gradually discontinued until the car was hauled only on rare occasions. Such passengers as presented themselves were hauled in the ticket agent's car but there were not many, for a fare of fifty cents one way did not encourage passenger traffic. The mail was handled the same way if the rail tractor was not handy. If it was, and there were a couple of men to handle it, they stuck a trailer on the rear end and used that. Passengers were not hauled on the tractor except on rare occasions.

Up until 1912 the company got along fairly well with the original motive power but in that year it became apparent that both engines were just about worn out. Engine 2 was given an overhaul at a total cost of \$600 and put in fair condition but the cost of the necessary repairs to 1 were so high that it was decided to get a new engine and scrap her. The new engine was ordered from the Vulcan Iron Works and arrived the next year, 1913. She carried the road number "3," was

an 0-4-4 Forney, weighed eighteen tons, and was equipped to operate in either direction. Engine 1 was immediately scrapped. The use of wood as fuel was discontinued at the time the slate company gained control.

Two flats and two 4-wheel trailers were purchased in 1916. The two trailers were purchased mainly to haul scrap slate which the company was using as ballast, although, as previously stated, they were used for other purposes. This scrap was obtained from the slate plant where it was dumped in huge piles to be sold for various purposes at whatever price it would bring, the main idea being to move it. At the time the idea of using it as track ballast was novel to say the least but it proved sound and the Monson ended up by being the only road in Maine to have its entire system rock ballasted. Quite a distinction in spite of its length.

Engine 2 played out in 1918 and the company purchased No. 4. She came from the Vulean Iron Works and was almost exactly like No. 3. Engine 2 was cut down by removing the tank frame and truck, the side rods, the boiler fittings, and cowcatcher. Upon the front bumper beam was mounted a snow plow and over the boiler head was built a rough cab to contain an operator, presumably to handle a flanger. The finished contraption was called a snow plow. The idea was that the weight of the boiler and frames would keep it on the steel and that the extra weight would cause it, when pushed by another engine, to break through drifts that the regular plow wouldn't budge. An excellent idea but it didn't work so well. When in service, the "plow" spent more time on the ground than she did on the rail, caused mainly by the size of the wheels under her. A couple of demonstrations were enough to prove to the company that their idea wasn't so good so the outfit was shoved out on an unused siding at the Monson Maine plant and left to rust away.

After the purchase of No. 4 the road settled down to take life easy, at which it became really proficient. No attempt was made to keep up the equipment beyond that necessary to make infrequent trips to the Junction with slate. No safety appliances were installed on the engines until the I. C. C. stepped in and threatened to close the road unless something was done. Even then the company managed to squeeze under the official tape by installing butterfly-type fire doors. There were no serviceable headlights on the engines and again the management was asked to explain which they did by stating they did not operate at night, therefore did not need lights of any sort on their engines. The outcome of that controversy was the installation of an automobile spot-light on the engine then in use. A six-volt storage battery supplied the juice. The 4-spot never got a headlight.

Braking depended entirely upon the engine. All the cars were fitted with hand brakes but they were used only to tie them down when spotted on a siding. The engines were equipped with steam brakes. Switching empty cars was always an easy matter if there were at least two men present. One man could push a car on level track if he had some place to brace himself so as to start it rolling.

The track from the Monson Maine Slate Company to Monson and from Monson to Monson Junction was kept in fair condition although there was never a time when a little work wouldn't have improved it. Derailments were not unusual and engines have been known to turn over but in its more than fifty years of continuous operation the road had only one fatal accident in which a heifer that had wandered out on the track, was hit and killed. The excellence of this record will be better understood when it is known the road never got beyond the link and pin stage, and it was necessary to step between the cars to couple or uncouple.

The branch beyond the Monson Maine plant was allowed to go to pieces. Steel was removed from it as it was needed on the main line or the plant branch. The condition of the plant yard varied with the slate market.

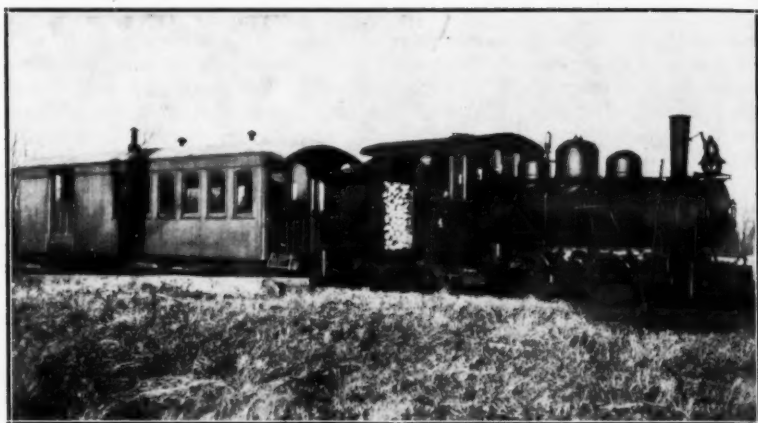
Operating costs were kept down to a minimum by making as few steam trips as possible and running those with only a three-man crew, engineer, fireman, and conductor, the conductor being the superintendent. The engineer and fireman made all mechanical repairs and by so doing eliminated the need for a shop force. If, for some reason, one of the engine crew could not make a trip, the superintendent handled the throttle while the remaining man fired, pulled pins, threw switches, wound up brakes, and did anything else that happened along. If additional help was needed to load or unload slate at the Junction, one of the section crew rode the engine as a third member of the crew.

During the winter when deep snows covered the yard and main line and it was not necessary to run, everything was closed down tight. If it became necessary to operate, an engine was dug out of the house, stuck behind the plow, and as much of the track cleared as was absolutely necessary, not a foot more. Out on the main line, when there was danger of drifts caving in behind the engine, the spreader was hauled on the rear. This contraption shoved all the snow over two feet above the rails back to about the width a standard gauge plow would, roughly twelve feet. When the train ran, the mail was tossed into the corner of the cab and rode in style.

Bookkeeping never presented much of a problem. All that was ever needed, it seems, was plenty of red ink and pens. It is quite possible the slate company did not expect the road to meet operating expenses but kept it open for convenience in handling shipments. In 1932 the total revenue from operations amounted to only \$4,938 of which \$85 was received from passengers and \$1,400 from mail and express. The following year the total was still lower, amounting to \$4,585 of which \$39 was received from passengers and \$1,200 from mail and express. The operating cost was so far above the gross income it is a wonder the line wasn't immediately pulled up. Taking it all in all the railroad was an expensive way to get the slate to the Junction and those familiar with the road wondered how long the slate company was going to continue to pay the operating deficit that was piled up every year.

As of the first of 1936 the rolling stock consisted of two engines, twenty-four freight cars, a combination, two road cars, two 4-wheel

S-9



Moncon R. R. #4, 0-4-4, Vulcan, 1918.



Yard at Monson Junction, (B. & A. Greenville Branch on left.)

trailers, and a rail tractor which was nothing more or less than a motor section car. The box cars were numbered 1 to 8 inclusive and were twenty-six feet by eight feet six inches. A good many years ago they were numbered 9 to 16 inclusive. The flats were of two lengths, twenty-five feet and twenty-six feet. The shorter cars were numbered from 9 to 19 inclusive and the longer ones from 20 to 24 inclusive. As car 24 was lettered "Boyd Co." and numbered 2 originally, it is quite possible that 23 was #1 of the same firm. Car 9, although actually a flat, was the snow spreader, the spreader equipment being built on that car, and was officially classed as a road car. The other road car, the big wedge plow, carried no number. The combination, for some unknown reason, carried the road number "3." Of the two engines, the only serviceable one was the 3. Engine 4 was badly in need of retubing.

On November 1st, 1938 the road officially discontinued all passenger service, thus putting a stop to any pretense of regular operation. The mail was handled exclusively by highway and trains run only when necessary. Sometimes as much as a week went by without a wheel being turned. At other times a trip was made every day except Sunday. Everything depended upon the luck of the sales manager at the slate plant in obtaining orders.

Mr. H. E. Morrill was retired on December 1st, 1938 and Mr. Paul A. Jackson put in his place. The management of the road was no difficult matter for it had definitely become an industrial road.

In spite of the fact that engine 4 was retubed and put back in service, there were persistent rumors in 1939 that the road would close down, the slate company having decided to purchase trucks to haul their slate down to the Bangor & Aroostook connection. These were emphatically denied by the slate company who said they could operate the road for a long while on what trucks would cost them.

It will be noticed that the story of the Monson has been written in the past tense throughout, for the Monson Railroad, as a common carrier, is distinctly a thing of the past.

The Gilpin Railroad

GILPIN COUNTY TRAMWAY

One of the richest counties in mineral wealth in the country is Gilpin County, the smallest in area of the Colorado counties. Since the first gold was panned in Gregory Gulch in 1859 the claims located in an area two and a half miles wide by four long have produced the majority of the gold mined in the state.

When mining was first begun, the surface dirt and "slide" from the veins were washed for gold by means of small iron hand-pans and by rockers and then by sluices. An arrastra, run by ox-power, was started in June 1859, and a water-power arrastra in the following month, with a daily capacity of twelve tons of comparatively soft surface ore. Other arrastras followed. During the remainder of 1859 several small, primitive stamp mills were established locally, and in 1860 other stamp mills arrived by the score, all more or less crude and imperfect. After the surface quartz was exhausted and the miners had sunk down in the veins to the iron pyretes, the mills saved but little gold and the millmen in 1861, '62, '63, and '64 were often unable to obtain the gold even on copper-plated tables, owing to their inexperience. From 1864 to 1867 there followed an era of "Process-mania," which was still worse than the in-capacity of the pioneer millmen.

In 1867 there was erected, at Black Hawk, a smelting plant of twelve tons daily capacity, which commenced operations in January, 1868, proving a success. The miners finding a ready cash market for their ore, began to operate their abandoned claims and the local mining industry commenced a career which has ever since been maintained.

The impetus given to the local mining industry by this pioneer smelter also benefitted the local stamp milling industry, treating the ore too low grade to send to the smelter.

In 1875 there were twenty-two mills in the county, aggregating 440 stamps. In October of the following year the number of stamps dropping had increased to 770.

With all the mines reopened, low grade ore flowed in a steady stream out of the various gulches towards the nearest stamps. Adequate transportation was the main problem. The 36-inch gauge Colorado Central served Black Hawk and Central City but wagons had to be used to get the ore from the various claims to the stamps located at these two points. There were lanes of travel complimented by being called roads but they frequently disappeared under a sea of mud. The rates charged by the teamsters were exorbitant and a cheap but dependable means of transportation was an absolute necessity.

It was this condition that brought about the organization of the Gilpin County Tramway Company by Frederick Kruse, who took a prominent part in developing mining property in the vicinity of Black

Hawk and Central City. A charter was granted on July 29th, 1886 but it wasn't until the spring of '88 that construction had progressed sufficiently to permit the operation of trains.

The Tramway connected with the Colorado Central at a point which eventually became Mile Post 36.77 on the Colorado & Southern, near the Hidden Treasure Mine, a half mile west of Black Hawk. Here were located the company's frame engine house, a machine shop, a stone building for thawing ore, and an ore dump with two pockets. From the junction a third rail was laid in the Colorado Central's track to Black Hawk. Eventually this rail was extended to the Randolph Mill, a mile east of the town, to permit the operation of narrow gauge equipment to that point.

In the opposite direction the track left the Gilpin yard by means of a switch back, turned down North Clear Creek, followed along the side hills and gradually climbed with an average 3% grade, 5% maximum, to a point above Central City. From Central City the line had many branches; one main branch into Nevadaville, one main branch into Russell Gulch, and several branches to minor gulches. The line, like Patsy, just grew, its length varying from day to day as spurs were laid to various claims. The maximum length attained was 26.46 miles which included branches, sidings, and spurs.

The road was constructed in as cheap a manner as possible. Very little grading and filling was done. This accounted for the sharp curves, many bridges, and steep grades, but as the company began to make money, conditions were bettered. About six miles of track was laid with 35-pound steel while the remainder was laid with iron rail of the same weight. The road bed was generally eight feet. Five-foot ties were used over the entire system.

There was no right-of-way other than an agreement with the Colorado Central for the use of its terminal at Black Hawk. No attempt was ever made to secure a right-of-way for the miners welcomed the projection of the road over their claims as it furnished them with a convenient outlet. Permission was always asked to cross a claim and never refused.

To operate the road the company purchased a Shay geared locomotive from the Lima Locomotive & Machine Works. This engine was shipped to the road on August 10th, 1887 and carried the builder's number 181. She was a double truck type with two 7"x7" cylinders, 24-inch drivers, and weighed, exclusive of water and fuel, ten tons. This engine carried the road number "1." Before the road opened still another engine was purchased. This was also a double truck Shay, carried the builder's number 199, and was shipped from the Lima plant on February 22nd, 1888. Number 2 was slightly heavier than the 1, weighing twelve tons exclusive of fuel and water. She had three 7"x7" cylinders and 24-inch drivers.

The rolling stock consisted mainly of double-truck, steel, drop bottom, hopper type ore cars. These were later augmented by double truck, light weight flats. As the spurs pushed back into the gulches a water

car was built and stationed at a convenient point on the line. The passenger equipment consisted of an open observation car, a small affair capable of seating twenty-one passengers.

The third engine owned by the company, number 3, was shipped from the Lima Works on December 14th, 1889, and, like the other two, was a double-truck Shay. This engine carried builder's number 264, had three 8"x8" cylinders, 24-inch drivers, weighed thirty-one thousand pounds exclusive of fuel and water, and had a diamond stack. The 1 and 2 were fitted with cap stacks.

In 1890 when the Colorado Central became part of the Union Pacific, Denver & Gulf, the tramway company entered into an agreement with the new owners whereby the narrow gauge could continue using the track from Mile Post 36.77 to and beyond Black Hawk.

At midnight on January 11th, 1899 the Union Pacific, Denver & Gulf ceased to exist and the 12th saw the line under the management of the Colorado & Southern Railway Company. The tramway company again entered into an agreement concerning the trackage and continued to operate over the line.

New mines were opened in such numbers and so rapidly that the road found the construction of new spurs and branches too much of a drain on their small reserve set aside from the profit of previous years. In 1899 it was necessary to authorize the issuance of \$75,000 in 20-year, 6%, first mortgage bonds. All of these were not sold immediately, just enough to furnish the necessary capital to construct the desired trackage and to rebuild some that needed repairs. Considerable curvature was eliminated, and many of the banks along the side hills were built up with substantial stone walls, thus lessening the danger of slides. Where the line crossed small creeks or gulches, substantial stone culverts were put in. The track previously had the appearance of being a temporary tramway but it soon began to show signs of being as substantial as the neighboring 36-inch gauge line.

During the winter months when the ground was hard frozen most of the time, only two section men were employed, but during the summer season it took ten to keep the line in condition. The roadbed was well maintained and the track was in excellent repair at all times.

Engine 4 arrived from the Lima Works early in February, 1900, having been shipped on the 27th of January. Her shop number was 594, had 24-inch drivers, weighed thirty-four thousand, eight hundred pounds exclusive of fuel and water, and had three 8"x8" cylinders.

A little more than two years later the fifth, and last engine was purchased, number 5. This engine left the plant at Lima, Ohio on April 23rd, 1902. The 4 and 5 were identical except for the weight, the 5 being slightly heavier than the 4. She weighed thirty-six thousand, two hundred pounds, empty. Her shop number was 696.

The officials of the Colorado & Southern had kept an eye on the tramway for the C. & S. was expanding rapidly and the little connecting line would be a good investment. In February 1904 they sent their chief engineer up to look over the narrow gauge and it was his report of the 24th of that month that caused them to buy a controlling interest.

At the time the ownership changed hands the rolling stock consisted of five engines, one hundred and thirty-seven hopper cars, four coal cars of ten tons capacity, eight coal cars of six tons capacity, one observation car, and one water car. The coal cars were the flats fitted with removable low-sides.

Unfortunately the C. & S. got the narrow gauge at a time when business wasn't so good. The road was hauling only about a hundred and fifty tons daily. This limited business was due to the fact that there was no water in Clear Creek with which to run the mills at Black Hawk and therefore ore could not be accepted for treatment. Ordinarily the business amounted to three hundred tons daily. The gross revenue for the years 1902 and '03 amounted to a little over \$40,000 each year.

A change of gauge to conform with that of the C. & S. was seriously considered but decided against for two very important reasons. In the first place all the mills and mines were fitted up with ore dumps, or chutes, or gallows frames, to fit the two-foot gauge. In the second place, with a roadbed only seven or eight feet wide and short cars, it was possible to reach most any property very cheaply, and, if after putting a track into a property, in three or four years, it ran out or got into litigation, as most of the mines in the Central City District did, the track could be taken up with but little loss.

Three pieces of new equipment were almost immediately added to the roster, a 4-wheeled snow plow, a rail car, and a caboose. The C. & S. considered the first and last as necessary pieces of equipment for the operation of trains during the winter while by the addition of a rail car it was hoped to make the laying of new spurs and branches easier, safer, and faster.

In either August or September 1905 engines 1 and 2 were sold to mining interests at Silver City, New Mexico. These interests chartered the Silver City, Pinos Altos & Mogollon early in 1906 and the engines eventually became numbers 1 and 2 of that road.

In October, 1905, the roster of rolling stock consisted of three engines, three four-ton flat cars, one ten-ton flat car, one four-ton coal car, eight ten-ton coal cars, one hundred thirty-eight steel ore hoppers of ten tons capacity, a water car, a caboose, an observation car, a rail car, and a snow plow. Other than the loss of one four-ton flat car, this roster remained the same until the road closed down.

At the expiration of the charter on July 29th, 1906, the Gilpin County Tramway Company ceased to exist, officially.

GILPIN RAILROAD

In anticipation of the expiration of the Gilpin County Tramway charter, the Colorado & Southern organized a new company which was chartered on July 24th, 1906. This company was known as the Gilpin Railroad Company with an authorized capital stock of \$200,000 made up of 20,000 shares of stock at \$10 par value. The line was taken over at midnight of July 29th and operated under the same title until August 15th, when it became the Gilpin Railroad.

The indebtedness of the former company was carried over by the new organization. By June 30th, 1909 the outstanding funded debt consisted of \$67,000 of the authorized first mortgage bonds of the old tramway. The entire capital stock, except five shares, was pledged to cover this bond issue. Two years later the funded debt had climbed to \$71,000.

In 1910 the Gilpin reached the height of its glory, so far as mileage operated was concerned. The so-called main line was 10.67 miles in length. This included all the continuous track from the C. & S. transfer at Black Hawk to the end of track at Banta Hill Mine and the tails of the switch back on Banta Hill Extension of 0.12 mile. All the branches totalled 8.11 miles. These included Fullerton Mill Branch, 0.37 mile; Concrete Branch Switch Back, 0.94 mile; Anchor Mine Branch, 1.54 miles; Phoenix-Burroughs Branch, 1.06 miles; Quartz Hill Switch Back, 2.10 miles; Saratoga Branch, 1.28 miles; Tucker Mill Branch, 0.66 mile; and the tail of track at Frontenac Mine, 0.16 mile. The sidings and spurs totalled 6.64 miles, while the spurs branching from the C. & S. totalled 1.04 miles. All these lines made a total mileage of 26.46 miles of track. There was also approximately 0.67 mile of track privately owned over which the Gilpin equipment operated when necessary.

Naturally there were wrecks on the road. Any line operating under the conditions faced by the Gilpin was bound to have its share of wrecks. Fortunately the use of numerous switch backs made any really disastrous runaway impossible. Ore cars spotted at the various mines occasionally got away and eventually spread their contents over the side of the mountain or ran until their momentum was overcome on the tail of some switch back, but the classical idea of a train rushing madly down the mountain to be dashed to pieces at the bottom of some cliff just didn't happen.

On June 30th, 1911 the officers were A. D. Parker, president; B. F. James, secretary and treasurer; and J. H. Bradbury, auditor. All three were Colorado & Southern officials, Parker being vice president, James being secretary and treasurer, and Bradbury being auditor. The main offices were at Denver, Colo.

Mining activities began to fall off due to the cost of labor and the low price realized from the ore. A great number of mines closed down during 1914, '15, and '16, in fact, so many closed that the railroad became a decided liability. The C. & S. could see no prospects of the mining industry ever regaining the prestige in the section it once enjoyed so they discontinued service on January 17th, 1917. All the equipment was stored.

Foreclosure proceedings were instituted and on June 2nd, 1917 the entire line was sold to M. S. Radetsky who immediately scrapped the entire property and sold everything for junk except the three engines. These were changed to 36-inch gauge in the hope that some purchaser could be found but apparently no one was interested in Shay power. The engines were stored in a yard near Denver and parts sold until the price of junk soared in 1938 at which time they were completely scrapped.

Mount Gretna Narrow Gauge Railway

Owned by

CORNWALL & LEBANON R.R. CO.

Very soon after the completion of the standard gauge Cornwall & Lebanon Railroad in 1883 a picnic ground was opened at Mount Gretna, Lebanon county, Pennsylvania, known as Mount Gretna Park. This park was owned by the railroad company, or the same interests, who opened it in hopes it would boost the passenger revenue over what was principally a coal road. The opening of the ground was almost immediately followed by the designation of the territory just to the west of Mount Gretna as a military reservation for the summer encampment of the Pennsylvania National Guard. The scenic beauty of Mount Gretna Park was not to be denied and visitors by the thousands flocked there from the surrounding towns. It was only a matter of time before these visitors, seeking more local beauty, began to form hiking parties to visit Governor Dick, a mountain approximately four miles to the south of Mount Gretna Station.

Governor Dick stands eleven hundred and twenty feet above sea level, the most impressive of the many hills forming the locally termed South Mountains range. In '82 the top was selected as a triangulation point by Major Forney for the geodetic survey of the section and a permanent marker was erected in the form of a stone post on which was chiseled a triangle. The engineers also erected a crude observation tower by lashing four chestnut trees together and constructing a platform on top of them. On clear days an observer on this platform could see parts of Lebanon, Dauphin, York, Lancaster, and Berks counties so it was only natural that visitors should be attracted from the park. However, before the visitors began to make the trip enforce, the park management replaced the original structure with a very substantial affair as a safety measure.

The increasing number of hikers suggested to the management the idea of a railroad from Mount Gretna to Governor Dick and to the National Guard rifle range at the west end of the military reservation. It seems to have been thoroughly understood from the start that such a road would preferably be narrow gauge on account of the low cost of construction up the mountain and on account of its greater appeal to the visiting public. There was also taken under consideration the development of a brownstone quarry on the west slope of Governor Dick. Stone had already been taken from this location, some going to Lebanon and some to Cornwall where it was used to construct the Cornwall & Lebanon station.

The idea of a railroad persisted and early in the spring of 1889 Robert H. Coleman, who controlled the Cornwall & Lebanon and owned practically all of the land comprising the park and military reservation, authorized the survey and construction of what he termed the Mount Gretna Narrow Gauge Railway. The road was not incorporated but

was to be built as an addition to the amusements of the park and in such a manner as to be able to handle brownstone if it was eventually decided to develop the local quarries. Legally the road was to be considered as part of the C. & L. and all reports to be included in those of that road. It was to be completed and in operation by the Fourth of July of that year.

The road was surveyed by C. & L. Chief Engineer T. R. Crowell and Field Engineer T. J. Humphreys. Michael Reilly of Lancaster was the contractor and followed the engineers so closely with the grading they had difficulty in keeping out of his way. The road was approximately four miles long from Mount Gretna to Governor Dick with a branch to the rifle range, leaving the main line about three-quarters of a mile from Mount Gretna, about two-thirds of a mile long. At Mount Gretna was built an engine house, turntable, water tub, and station platform. For turning at Governor Dick and the range, loops were provided around which the entire train was turned for the return trip. Passenger platforms skirted these loops. There was also a turnout about halfway up the mountain at what was called the Pinch Road. This was used for the meeting of upward and downward trains on busy days when two and three crews were used to handle the crowds. Sidetracks were also built at Mount Gretna to the turntable and engine house and for the locomotives to get around their trains. The average grade was 3.5 to 4.5%. The gauge was twenty-four inches.

The cross-ties were hewn from the timber cut from the right-of-way and were three feet long with a four-inch face. The rails were thirty pounds to the yard. These with the fishplates, frogs, and switches were made at Steelton, Pa. The spikes and bolts were made by the Pennsylvania Bolt & Nut Company of Lebanon, Pa.

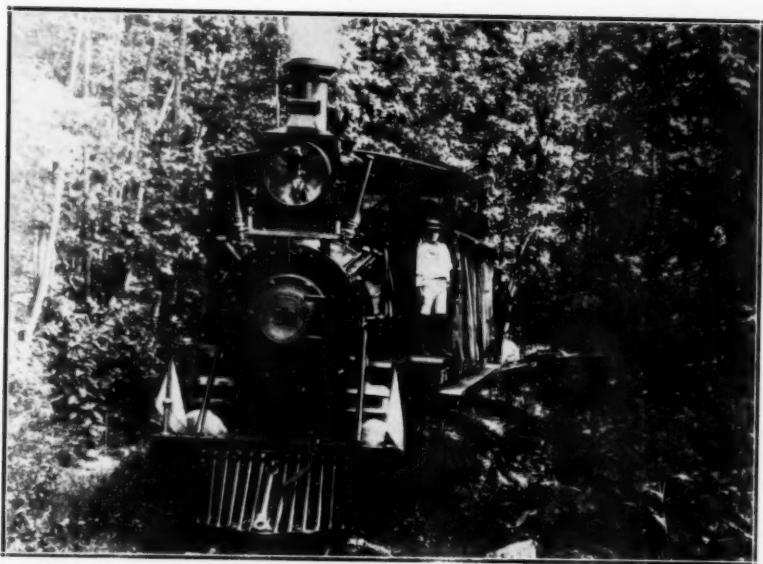
With the finishing of the grading, the force of Contractor Reilly was augmented by the C. & L. trackmen under Foreman Benjamin Sweigart of Colebrook and Mathias Margut of Lebanon. They laid, lined, and ballasted the track. The stone for the ballast was crushed at Cornwall.

Two locomotives were ordered, one from the H. K. Porter Company and one from the Baldwin Locomotive Works. The Porter engine was an 0-4-4 Forney type and carried the road number "11." She had 12x18 cylinders, forty-inch drivers, twenty-inch truck wheels, and was equipped with Westinghouse automatic and driver brakes. The Baldwin engine, a 4-4-0, carried the road number "12" and was an exact model of the passenger engines then in service on the C. & L., even to the painting which was green with bright red driving wheels.

As #11 was somewhat heavier than #12, she was tried first. She did not get very far as her rigid wheel base was too long. In trying to negotiate a curve along the north side of Lake Conewago, which the road skirted, she jumped the track and came very near toppling into the lake. The engine was rerailed and returned to Mount Gretna.

The next day the Baldwin was put through her paces and after a few minor changes in the elevation of the track were made she completed a round trip to Governor Dick from Mount Gretna without mishap. An





Mt. Gretna N. G. #12, 4-4-0, Baldwin, 1889.

order was immediately given the Baldwin Works to duplicate the engine and in ten days from the receipt of the order, the second #11 was completed and delivered.

The Porter engine never saw service on the narrow gauge but was taken to the C. & L. shops at Lebanon where it was remodeled to standard gauge. It thereafter performed excellent work on the C. & L. and the Belt Line Railway at Lebanon and afterwards as a cinder snapper at the Cornwall Anthracite Furnaces at Cornwall. It was finally scrapped when these furnaces became obsolete and were dismantled.

The passenger equipment consisted of eight cars purchased from Jackson & Sharp of Wilmington, Del. One was of standard design but the other seven were of the open summer type, entrance from the sides, seats running across the car and running boards along the frame to make entraining and detraining easy. Each car had a seating capacity of about fifty persons. Other than six dump cars the company did not own any narrow gauge freight equipment during the first year or so but eventually purchased a few flats.

On June 25th, 1889 the road was completed and made ready for the grand opening. This took place on July 4th, as scheduled. The business for the first season far exceeded the hopes of the management and up to October 31st, when the season closed and the equipment was stored until the next season, 34,320 passengers were hauled. A train, on busy days, consisted of three coaches and they were generally packed to capacity. The round trip fare from Mount Gretna to Governor Dick was twenty-five cents and to the range, ten cents.

When the management saw how popular the road was they brought in two more passenger coaches of the open type and another engine. She came from Baldwin, carried the road number "15," and except for her weight was exactly like the other two. She weighed, equipped, seventeen tons. These three little Baldwins remained in service until the road was abandoned.

Thousands of passengers were handled to Governor Dick and the rifle range up until the summers of 1893 and 1894 when the novelty of the thing began to wear off and this coupled with one serious and several minor and near accidents caused quite a decline in the business. After the season of 1894 the part of the road to Governor Dick was abandoned.

The portion running to the rifle range was operated with more or less success until the summer of 1915 when an accident occurred at the range on July 11th. About twenty soldiers ran over from the nearby camp and jumped on the running board of the rear car of a two-car train as it was rounding the north side of the loop. The sudden weight applied to the running board of the practically empty car caused it to turn over and injured a number of passengers and soldiers, none seriously but resulted in the payment of substantial sums for personal injuries and loss of and damage to clothing. A number of damage suits were fought out in the Lebanon county courts and as usual, the railroad paid. This brought on the decision to abandon the road entirely.

In the summer of 1916 the road was torn up and on September 14th of that year the entire outfit; locomotives, cars, rails, fastenings, switches,

and frogs were loaded on Pennsylvania R. R. cars at Mount Gretna station and shipped to the purchaser, a large scrap firm with yards near Philadelphia. The engine house, water tub, and turntable were razed.

It is most unfortunate that separate records were not kept of the narrow gauge branch for operating as it did many important events in its history received only scanty attention if any at all. The little road with its pretty little eight-wheelers was, after all, only an amusement line and as such local newspapers were not interested in it except when something happened they could not completely ignore. For the same reason we are forced to satisfy ourselves with a sketchy story of the line. Its greatest bid for attention is that it owned and operated the only twenty-four-inch gauge eight-wheelers in this country.

The Kennebec Central Railroad

In the late summer of 1889 a group of men formed the Kennebec Central Railroad Company for the purpose of constructing a narrow gauge railroad from Randolph, Maine, just across the Kennebec river from Gardiner, northeast five miles to Togus, the National Soldiers' Home. The articles of association were approved on September 12th, 1889 and the final survey and location approved and filed fifteen days later. On the third of the following month the company was incorporated with Weston Lewis as president, P. H. Winslow as treasurer, and H. S. Webster as clerk. The board of directors was composed of H. W. Jewett, A. C. Stilphen, David Dennis, J. S. Maxcy, Weston Lewis, J. B. Dingley, E. D. Haley, S. N. Maxcy, and Franklin Stephens. The capitalization as authorized by the charter amounted to \$50,000, consisting of five hundred shares of common stock with a par value of \$100 per share.

Owing to the fact the track more or less followed the contour of the section traversed there was nothing particularly difficult in its construction. The total length of trestling on the entire line amounted to only a hundred and sixty-five feet made up of eight wooden trestles, the maximum length of which was forty-five feet and the minimum twelve feet. The greatest trouble experienced was in obtaining and distributing the gravel ballast. There were no gravel beds near the company's right-of-way so it had to be shipped by rail to Gardiner, hauled by teams to points along the line, loaded on cars and redistributed for tamping into place. This procedure was rather costly and after the original construction very little reballasting was done, none with gravel until the last years of the road's existence. When a soft spot formed under the ties cinders were brought down from Togus and used as ballast. The entire line was laid with twenty-five-pound steel and was opened for operation on July 23rd, 1890.

A diminutive yard, a city block in length and about a third as wide, was laid out at Randolph between the main street and the river bank just south of the bridge connecting that town and Gardiner. The general offices were housed in the station which set between the tracks and the street, which it faced, at the north end of the yard. Just northwest of the station and between the station track and the river, an engine house was built, a two-stall wooden affair with a small wooden turntable in front. The main line left the yard at the south end, there being no outlet at the north end, swung in a long curve across the main street of the town and headed northeast. The car shed was not located in the yard but was on the north side of the track about two hundred yards above the street crossing.

There was no station at Togus but a platform was built adjoining the restaurant and that was used as a ticket office and a sort of waiting room in bad weather. A turntable, identical with the one at Randolph, was used to turn the engine. A total of about a mile of sidings were laid at Randolph, Togus, and along the line.

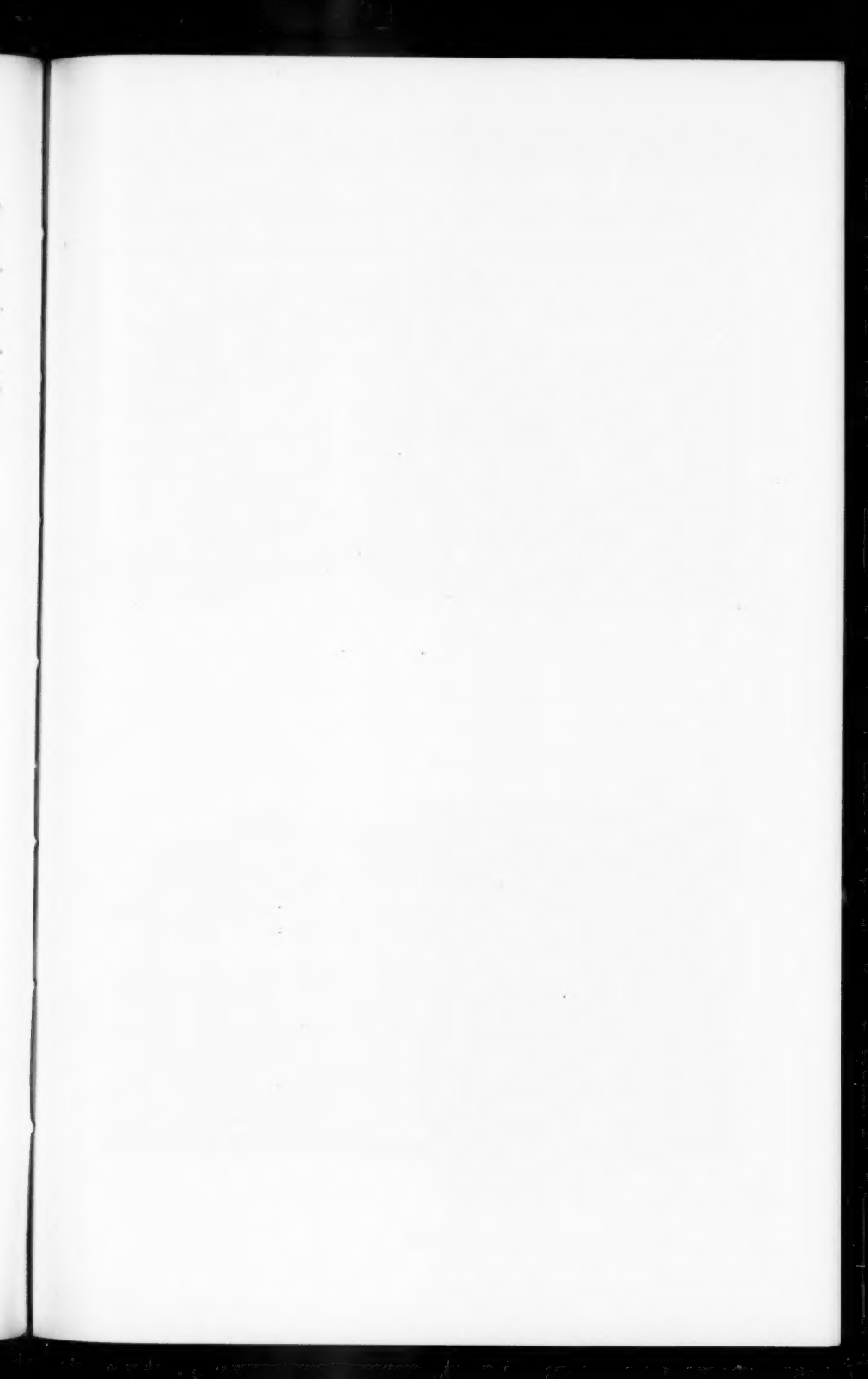
It had been the intention of the company to finance construction with the cash realized from the sale of stock but it moved so slowly that when the time came to settle with the contractor the cash on hand was not sufficient to meet his demands. The cost of construction came to \$52,316.55 while the equipment cost \$11,046.05, making a total of \$63,362.60. Only \$24,025.00 had been paid in on the stock. To make up the difference necessary to pay for the actual construction the company borrowed \$32,600.00 on short time notes. Previously there had been no bonded indebtedness but to insure enough cash to cover the notes the directors authorized the issuance of first mortgage 4% twenty-year \$1,000 bonds to the amount of \$40,000 on November 15th, 1890. It was necessary to sell only fifteen of them and these were taken by the Maine Trust & Banking Company of Gardiner, an organization in which J. S. Maxey was interested.

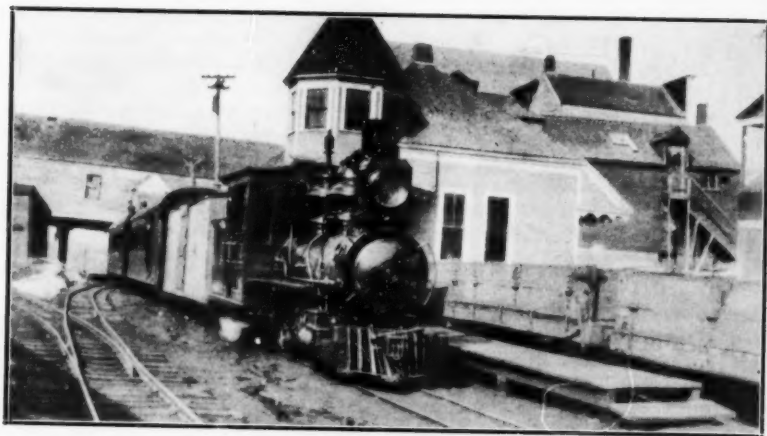
So far as equipment was concerned the company did not begin operations with an excessive amount. One engine was all they had, a little sixteen-ton Baldwin 0-4-4 Forney type with thirty-inch drivers, 9x14 cylinders, and a boiler pressure of one hundred thirty pounds. She carried the name "Volunteer" on her cab panels and the road number "1" on the front end of her smoke box. The passenger equipment consisted of two passenger coaches with seats running the long way of the car rather than in the usual manner. The freight equipment consisted of two box cars painted battleship-grey and lettered in black, the same colors used on the freight equipment of the Sandy River, and six flats. All the passenger equipment was fitted out with both vacuum and hand brakes which were retained until the discontinuance of service. Freight equipment carried hand brakes only. Neither automatic nor straight air brakes were ever applied to any of the equipment, neither did the company ever install automatic couplers, link and pins being retained as standard equipment.

After a few weeks operation it became apparent to the officials that if they expected to operate continuously without being forced to discontinue service to repair their motive power they would have to obtain a second engine. Consequently an engine was ordered from the Portland Company to be delivered before the summer season of 1891. She arrived early in '91, was of the same type as #1 but much heavier, and carried the road number "2." She did not carry a name.

Like nearly all the railroad operators of those days those of the K. C. were not satisfied with the chartered road but trains had hardly begun to run into Togus before they had applied for permission to extend the road from Togus to South China Village. Being as no other road served the section the application was approved on November 25th, 1890 but for some reason the company never laid a single rail of the extension.

From the very first trip the line was immensely popular, particularly over the week ends, with those of the younger generation who wished to go for a ride out into the country or for a pleasant stroll in the park-like grounds of the Home at Togus. Practically all of the supplies for





K. C. #2 at Randolph Terminal, Portland, 1891.



K. C. #4 at Randolph—ex S. R. & R. L. #6, Portland, 1892.

Togus moved over the road. It was also a welcome means of transportation to those in Togus who wished to spend an evening or a day in town. During the first six months of operations the company made a net profit of \$2,150.26 out of which they paid the first of the many dividends that characterized the road's existence. Needless to say the officials were highly pleased with the profits shown from operations and the company had the distinction of operating the only twenty-four-inch gauge road in Maine to show a profit from the beginning of operations. The dividends during the early years regularly amounted to 6% on the outstanding stock and were declared once a year thus leaving a surplus to meet emergencies. As profits increased the number of dividends increased, frequently being declared semi-annually, but never was an individual dividend more than 6%. A surplus of \$880 was accumulated by the middle of '93 and by '96 it had climbed to \$6,333.00.

To increase the passenger accommodations the company purchased two new cars early in '91. One of them was a center aisle open type excursion car with seats running the long way of the car. The other was a combination baggage and passenger car but the baggage end did duty as a smoker more than it did as a place for stowing trunks. Of course there was mail to haul but except during the Christmas season it went into one corner and took up practically no room. The seating arrangement of the passenger end was identical with that of the two coaches. For some reason the company did not use individual seats in their cars. A second excursion car was purchased and went into service early in '94.

One of the peculiarities of the road was that it had no physical connection with any other railroad for the transfer of freight and passengers. The Maine Central maintained a station in Gardiner and freight routed over the K. C. had to be unloaded into wagons, hauled for nearly a mile and reloaded into the narrow gauge cars. A transfer would naturally have been necessary even if it had been possible for the M. C. to lay a transfer track into the K. C. yard but as it was the transfer was much more troublesome and expensive. The passengers were little better off for by using the street car down from Augusta they still had to walk across the bridge from Gardiner to Randolph, a distance of about a half mile.

By 1894 the company had reached that stage where everything seemed to be running smoothly. Dividends were paid regularly and no trouble was experienced in meeting current obligations. Lewis was still president but he had also annexed the position of general manager. Webster was still clerk, or secretary as it is better known. Besides being treasurer Winslow had been given the duties of the general passenger and ticket agent. Frederic Danforth was chief engineer. A. C. Stilphen was appointed auditor. The outstanding first mortgage bonds totaled \$17,000 while only \$40,000 of the capital stock had been issued. Yes, the company was doing very well but as the saying is the sun is brightest just before the storm. Fortunately the storm held off for six years.

For some time there had been rumors of the construction of an electric line into Togus so the request of the Augusta & Togus Railroad Company for a charter to build a line of track for fast interurban electric

service between Augusta and Togus did not come as a total surprise. On June 30th, 1900 the application came up before the Railroad Commission. The company was a subsidiary of the Augusta, Hallowell & Gardiner, a company operating electric street and interurban cars in and around Augusta, and the K. C. recognized in the proposed line a serious attempt to invade the territory considered as belonging strictly to them so they were on hand to do all they could to block the approval of the charter. The representatives of the K. C. pointed out that the inmates of the institution were not supposed to travel and that such a road as proposed would lower the discipline of the institution. They went on to point out that such a road would only be patronized by pleasure seekers as the K. C. served all necessary purposes. To offset these arguments the A. & T. said that Togus was in need of fast service between there and Augusta and that the K. C. could not possibly furnish it. After much argument the commission agreed with the A. & T. and although they admitted the narrow gauge would be hurt by the proposed line, they pointed out that the electric road would serve an entirely different territory than that served by the K. C., in fact, it was physically impossible for the K. C. to serve the territory to be traversed. The A. & T. charter was therefore approved and construction started on the line. The next year cars were running into Togus and the narrow gauge experienced a decided falling off of passenger traffic.

When the Wiscasset, Waterville & Farmington took over the Wiscasset & Quebec in 1901 and had finished their main line in 1902 from Weeks Mills to Winslow they seriously considered building an extension to hook up with the K. C. at Togus. They even went so far as to make preliminary surveys of two routes, one from Whitefield and one from Coopers Mills but the scheme died there. During the days when the Wiscasset & Quebec was pushing its way north there was talk of building the K. C. to Coopers Mills, talk on the part of the W. & Q., but the K. C. was wrapped up in the proposed extension to South China Village and showed no interest in the Coopers Mills idea.

A connection with the W. W. & F. would have materially benefited the K. C. by furnishing it with freight bound east and southeast of Togus to stations along the connecting line and probably with freight bound to points down the Atlantic seaboard via Wiscasset. It is quite likely a certain amount of freight would have moved in the opposite direction for reshipment on the steamer line which ran on a regular schedule out of Gardiner.

Around 1905 the company obtained the contract to haul coal for the government from Randolph to Togus. The government built a coal dock beside the engine house at Randolph and the railroad company ran tracks into it. The coal was brought up the river in barges which were tied up at the dock. The coal was then raised from them in large buckets by hand windlasses to the top of the dock, dumped into two-wheel carts, rolled to one of the many chutes, and dumped into a railroad car below. To handle this newly acquired traffic the company purchased eight coal cars of the lowside type but with hinged lower boards on the sides for

ease of unloading. At Togus the company put in a coal trestle just beyond the platform. The upper end of the trestle was inside the coal storage shed of the Togus power plant and so protected from the weather. The K. C. was certainly the only one of the Maine narrow gauges to haul a train made up entirely of loaded coal cars and such a train on a slight grade up around Chelsea was a pretty sight, the engine spouting steam from her cylinder glands and shooting smoke and cinders to the high heavens as she roared and snorted around the curves. The added revenue was more than welcome.

The net profit for the year amounted to \$1,489 after paying a 6% dividend on the outstanding stock, four hundred shares. Most of the revenue came from the transportation of coal and from excursions during the summer to the Soldiers' Home for the band concerts. These weekly concerts were well patronized by the people of Randolph and Gardiner and the K. C. was taxed to its limit to handle the crowds. In the early '20's it was not unusual for the trains to make several hurried trips before and after the concerts to haul all those wishing transportation. Generally a train consisted of the combination and two coaches. Previously the company had used the excursion cars but they left much to be desired. One could obtain more air on them but there was, unfortunately, cinders, dust, and insects, not to mention smoke, mixed with the air. In case of a summer shower invariably someone got thoroughly soaked. Finally the two cars were run into the car shed and left there until they were sold to local individuals for use as woodsheds or chicken houses.

To augment the revenue from operations the company began as early as 1908 giving the solicitation of freight business serious attention. George A. Farrington was brought in as treasurer, general freight, passenger, and ticket agent. At the same time Farrington came in F. A. Lawton became general superintendent. Conditions might not have been as good as they had been but they were not so bad that the company had to skip their usual dividend. For the year 1908 it amounted to 6%. The outstanding bonds amounted to \$26,000 and drew interest at 4 and 5 percent.

On November 15th, 1910 when the bonds became due the board ordered \$1,000 paid as a gesture of good faith. They then approached the holders of the unpaid bonds with the proposition that the time be extended two years. By agreeing to pay 4.5% on some and 5% on the rest the holders consented to the extension. When this extension was up an additional extension of six months was asked for and granted. Regardless of the fact that the company had a large enough surplus to materially reduce the funded debt they were not anxious to reduce the reserve funds. In May 1913 it was again necessary to arrange for an extension but to obtain it the company had to reduce the principal. A final agreement was entered into whereby the first payment was \$1,500, the second \$2,000 and a like amount at the expiration of each period. By the end of the fiscal year ending June 30th, 1915 the amount had been cut down to \$19,500.

Improvements of the property were not many, mainly on account of the fact that the road was well built to begin with and all that had to be done was to keep it up. In 1911 the company began reballasting their line with cinders purchased at Togus. It stands to reason that after twenty years pounding very little of the original gravel ballast would be left under the ties. In the spring of 1912 a wooden trestle was taken out and a concrete culvert put in its place.

It was at the 1911 election that Lewis stepped out of the presidency and J. S. Maxey, his financial partner, stepped in. He also became general manager. Webster was elected secretary and auditor, Stilphen became treasurer, attorney, and general ticket agent while A. B. Thompson became general superintendent and general freight agent. When this set of officers took over the company conditions were on the verge of becoming bad. The fiscal year ending June 30th, 1912 showed a net profit of only \$98.22 after two dividends of 3%, amounting to \$1,200 each, had been paid. The total operating revenue was \$14,697.31 made up of \$9,374.51 from freight, \$4,550.75 from passengers, \$228.28 from mail, and \$459.06 from express. Against this there was \$10,916.06 operating expenses, \$345.47 taxes and \$1,135.00 interest. The revenue from freight consisted of \$8,300 received for the transportation of 6,197 tons of anthracite coal to Togus at 26.787 cents per ton-mile and \$1,074.51 received for the transportation of miscellaneous freight. Coal constituted 85.33% of the road's freight traffic. Engine mileage for the year totaled 21,230 consisting of 100 freight miles, 2,230 passenger miles, 18,780 mixed miles, and 120 special miles. To make the total mileage 240 tons of bituminous coal was burned or 22.7 pounds per mile. The average cost of a ton of coal was \$4.03 at the distributing point but by 1915 it had climbed to \$5.12. In fact, all operating expenses gradually increased while the revenue from operations dropped steadily. It was in 1915 the company started skipping dividends for it was impossible to pay a dividend on four hundred shares of stock out of a net profit of \$314.33. With this amount added to the surplus that account showed a credit balance of \$22,413.11.

Three flats were done away with during the fall of 1911, either scrapped or sold. It is possible they were burned but very unlikely. When a bill was sent out by the company for any amount owed to them, a carbon copy was filed and it was not unusual to find in the file a bill sent to some farmer along the line "For fighting fire in pasture—\$2.00." The amount would vary in proportion to the time taken in putting out the blaze. The fact that the fire might have been started by a spark from one of the engines did not keep the company from sending a bill for services rendered.

When engine #1 wore out the company purchased Bridgton & Saco River #3 and ran her as K. C. 3. K. C. 1 was then scrapped. In 1925 the company obtained Sandy River & Rangeley Lakes #6 and ran her as #4. Engine 2 was then retired from active service, placed on a siding across the main line from the car shed, and gradually stripped as certain parts were needed for repairs on 3 or 4. Finally in 1928 she was

completely junked and only the boiler, frame, wheels, and cylinders left. Engines 3 and 4 were Portland built and of the 0-4-4 Forney type.

Accidents on the road were not plentiful. Once in a while a truck would get on the ground or an engine jump the iron but nothing really serious ever happened. The worst accident that any one remembers was when a passenger car on a two car train jumped the track and turned over on her side. Other than a few broken windows the car was not damaged while a new dress satisfied the only casualty. The greatest trouble the road ever had was with inebriates wandering up and down the track near Randolph. A train brushed one off the track and down a slight fill between the car shed and the yard. When the train had been brought to a sliding halt and the crew rushed back to pick up the remains, they found him unsteadily mounting the fill and loudly proclaiming his willingness to pay for any damage he did the engine. The highly disgusted but greatly relieved crew reboarded their train and drifted on down to the station.

In the days before the prohibition experiment trains returning to Togus during the week ends always made an unscheduled stop just outside the government reservation and unceremoniously unloaded such passengers as seemed to have imbibed a bit too much. At Randolph the crews made a practice of rounding them up and loading them into the baggage compartment of the combination where they could be watched over by the conductor and brakeman and would not bother the other passengers. Occasionally the train would have to be stopped to pick one up who had fallen out of one of the side doors but generally the doors were locked until the reservation boundary was reached. An apparently heartless crew thus saved many an unfortunate from an otherwise certain retribution that was visited upon those who dared return to Togus in an intoxicated condition.

The grade crossing at the throat of the yard at Randolph was always a source of worry to crews and officials. There was a rather sharp descending grade from the car shed to the yard and the fact that the entire grade was on a long curve through a woods made the visibility extremely poor from inbound trains. The street crossing was thus masked from view until the engine was within about fifty feet of the street and if the train was moving at any speed at all it was practically impossible to stop until the engine had crossed the street. Every crew eased their train down the grade so that when the engine nosed out on the street she was hardly moving but when the rails were slick any motion at all was hard to check. The care of the crews and the small size of the trains caused automobile and truck drivers to become extremely careless and not a little contemptuous of the crossings. The fact that a flivver came out a very poor second in an encounter with an engine at this crossing did not make the drivers of cars any more careful, and until the last train ran in 1929 the crossing was approached with extreme care. Trains leaving Randolph were forced to cross the street at a fair rate of speed so as to make the grade and the fact that the crossing was on about a forty-five degree angle made one side of it practically blind until it was too late to worry.

The line continued to make money until private automobiles began cutting heavily into the passenger revenue. When a hard surfaced road was built to Togus everyone who could get a ride with a friend or who owned an automobile drove up for the Sunday band concerts. The road was still fairly well patronized but it was hardly ever impossible to get a seat on the train. Supplies purchased in Randolph or Gardiner were delivered to Togus by truck and finally a bus line began operating between the two points.

The greatest disaster to the road's revenue occurred when a local trucking firm took the coal hauling contract away from the railroad. From then on practically every train operated at a loss. The stockholders, as a last resort, had a receiver appointed in the hopes that he could do something to put the road back on its feet, but his efforts were not rewarded. Good roads with their busses and trucks had killed the railroad.

When it became apparent that it would be impossible to make the road pay, permission was asked and granted to close down. The last train was run on June 29, 1929. As soon as the road was officially closed, the company started cleaning up. All of the equipment was brought down to Randolph and stored, the passenger equipment in the car shed, some of the freight equipment, a combination car, and a combination plow and flanger in the coal dock, the rest of the freight equipment in the yard, and the two engines in the engine house. At the time the road closed down the company owned two engines, #3 and #4, three pieces of passenger equipment and thirteen pieces of freight equipment.

It might be said the company was never heavily in debt for it was not allowed to get in such a condition. The years the road operated at a loss there was enough in the surplus account to offset it. It was when this account began to be depleted that the decision to abandon the road was made. The equipment and track were kept in good condition. In 1927 one of the engines was completely rebuilt and the next year the other was overhauled thoroughly and had her tires turned. In the early twenties the company began using gravel ballast for the cinder ballast did not prove satisfactory and each year thereafter several hundred cubic yards were put under the ties.

There was some talk of the road reopening during 1932 but around the middle of January 1933, F. W. Winter, owner of the W. W. & F., purchased the rolling stock and the rail. The track was pulled up to within about a hundred feet of the switch leading to the car shed and sold as scrap. The engines were loaded on large trailers at Randolph and hauled to Wiscasset by trucks, a bit of irony considering the cause of the failure of the road. Engine #3 became #8 of the W. W. & F. and after a few trips went down the fill to close the history of that road. Number 4 became 9 but she too made only a few trips before the road closed down.

Winter left the passenger and freight equipment at Randolph although the company repeatedly requested him to move it. Finally upon threat of suit he disposed of most of the freight equipment but did nothing about the passenger cars. It was left to the flood of March 1936 to

clean up the yard. All of the passenger equipment had been brought down to the station and the rising waters and tumbling ice swept it away. An ice battered combination and coach were later found and put to various uses but one coach apparently went to sea for it has never been found. The station lost all its lower windows and doors and had a thick layer of mud deposited on the floor. The engine house was about half wrecked by the ice. The coal dock had been pulled down in the fall of '34. We can well say the flood wrote the word "FINIS" to the existence of the Kennebec Central.

The Laurel River & Hot Springs Railroad

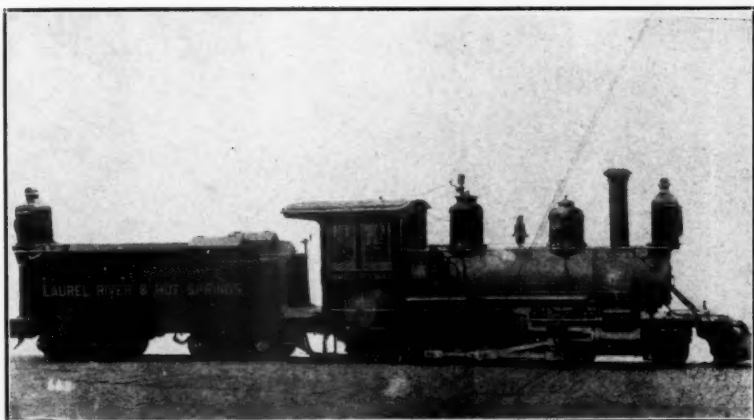
The New England Southern Timber & Land Company, a New England concern with its main offices in Lynn, Mass., owned quite a large tract of timber land in Madison county, North Carolina and had constructed their mills at Hot Springs on the Western North Carolina Railroad. During their early operations the transportation of their logs had been fairly simple but in 1892 the owners decided that it would be to their advantage to construct a railroad to connect their logging camps and the mill.

On the first Monday in May 1892 certain officials of the lumber company met to organize a dummy company to construct their railroad. As most of their timber land bordered Big Laurel and Foster creeks, they decided to call the railroad the Laurel River & Hot Springs Railroad and as they wished to construct it as cheaply as possible, they decided on a gauge of two feet. The capital stock of the company was placed at \$150,000, or 3,000 shares with a par of \$50. James Wyman of Lynn was elected president, W. M. Lamkin of Lynn was elected secretary and treasurer, and George H. King of Hot Springs was appointed general manager.

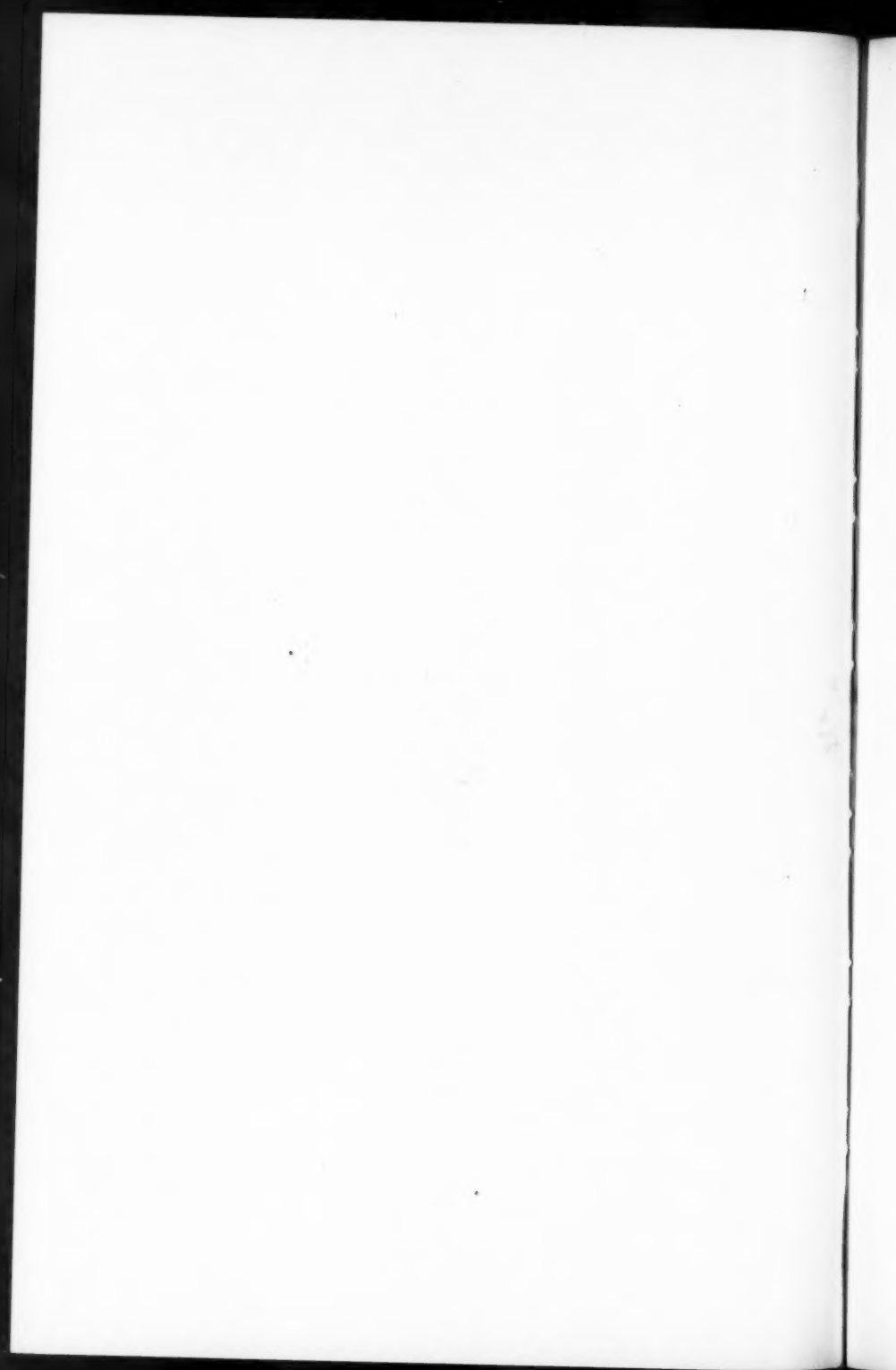
The charter was drawn up for sixty years and was immediately forwarded to the Board of Railroad Commissioners. In June it was approved and filed and became effective on the first of July. The company wished to construct their line from a point near where Foster's creek emptied into Big Laurel creek to some point on the north bank of the French Broad river as near opposite the mills at Hot Springs as it was feasible to come. The length of such a road would have been approximately twenty-four miles. The route finally decided upon was from a point opposite Hot Springs, up Tan Yard branch, through Gahagan Gap, down Little Hurricane creek to the Laurel river, up the Laurel river to Foster's creek, and up that creek to Laurelton. The company's main offices were located at Hot Springs.

Besides Wyman and Lamkin, A. F. Smith, W. D. Brown, and J. W. Doogell, all of Lynn, were the heavy stockholders in the company. None of the men owned over a hundred shares of stock while most of the other officials of the lumber company owned at least fifty shares each. About forty per cent of the stock was owned in and around Hot Springs by local interests. This left the controlling interest in the possession of the owners of the New England concern.

Work was started on the road as soon as possible but only three miles of grading out of Hot Springs was completed before winter shut down. The weather was so severe that construction was seriously hampered and the working force was cut down to sixty men. During the rest of the year the company continued to purchase cross ties and to work, when the weather permitted, on the various trestles. There was only one iron bridge and that, with the heavier of the wooden trestles, was completed by the first of February 1893.



L. R. & H. S. "James Wyman"—Baldwin, 1892. Sold to S. R. & R. L. as #16.



During the last of August 1892 the company ordered an engine from Baldwin to be delivered as soon as possible. In October this engine arrived, a little Mogul carrying the name "James Wyman" but no road number. Besides the engine the company purchased six flat cars and these, with the Mogul, constituted the road's entire rolling stock. The approximate cost of the equipment was \$6,000.

When the weather finally broke in the spring of '93, work was recommenced and pushed along for several weeks but was temporarily suspended. Construction was not continued and finally the project was abandoned.

At the time of abandonment two and a half miles of thirty-five pound steel had been laid and six miles of grading completed. The line had been located for ten miles and preliminary surveys made over the entire route. The total cost of the road was \$36,489.75 which probably explains better than anything else the cause of abandonment. It is safe to say that the cost per mile for the completed line was around \$15,000 and the lumber company probably figured that was too much to pay for a logging road. Although the charter gave them permission to operate freight and passenger trains when the road was completed it is doubtful if this would have been done on account of the sparsely settled section through which the line would have been built.

All work had been done by the railroad company without subletting to contractors. Mr. H. M. Ramslur was the chief engineer.

When construction was finally abandoned, the equipment was stored at Hot Springs until it could be disposed of. The engine was sold to the Wiscasset, Waterville & Farmington Railroad but upon delivery it was found they could not pay for it. For some time it set on a flat car at Wiscasset but eventually it was sold to the Sandy River where it ran as #3. At the same time the S. R. purchased the six flat cars.

Wiscasset, Waterville & Farmington Railway

WISCASSET & QUEBEC RAILROAD

If we should consider the age of the Wiscasset, Waterville & Farmington Railway Company as certain other organizations consider the age of theirs, we can safely say the little road was the first narrow gauge common carrier in this country for it dated back to 1854. On April 15th of that year the Board of Railroad Commissioners of the State of Maine approved the charter of the Kennebec & Wiscasset Railroad Company. This company desired to build a standard gauge railroad from Wiscasset, Maine, where it would connect with the Knox & Lincoln, up the valley of the Sheepscott river through the villages of Sheepscott Bridge, Head of Tide, King's Mills, to Turner's Corner where it would swing northwest through the National Military Asylum, now known as Togus, to Augusta. A branch was to be built from Turner's Corner to Cooper's Mills and a cut-off laid between King's Mills and the Asylum. But, like so many other railroad companies during that time, the organization died without a spade of dirt being turned on account of lack of funds. Only enough work was done to keep the charter alive in the hopes that eventually something could be done and the road brought back to life.

As Portland prospered from the freight brought down from Canada over the Grand Trunk, business men in and around Wiscasset began asking themselves why they couldn't get some of it, particularly the grain traffic, for the harbor at Wiscasset was much better than that at Portland. The main trouble was they had no rail connection with the Provinces, either direct or indirect. Then someone thought of the inactive Kennebec & Wiscasset. A new company known as the Wiscasset & Quebec Railroad Company was speedily organized, purchased the charter, rights, and franchises of the K. & W., and applied to the legislature for permission to change the name on the charter and to make an extension to the originally chartered line. Permission was granted on February 14th, 1873 and again the railroad settled down for an extended vacation on account of lack of funds.

Early in 1892 the revised charter was dusted off and another company proceeded to made plans for a railroad between Wiscasset and Canada. This company had an authorized capital stock of \$500,000, planned to build to Burnham as the first step, and then to extend its line on to Pittsfield. The survey of the route was begun in September, 1892, by Warren Nickerson, the first engineer, who was soon succeeded by T. R. Atkinson.

Bids were invited early in 1893 and that summer a contract was executed with Rowe & Hall of Boston for construction from Wiscasset to Burnham. This firm proceeded to sublet nearly all the work. E. T. & W. S. Mitchell of Portland took a portion of the grading, and the track-laying and ballasting on the entire road. The first construction was begun in June 1894 and the track-laying began the following October.

The track was laid with 35-pound steel rails from the Carnegie works at Pittsburg, and four-foot ties, 2640 to the mile. Knowlton Brothers of Camden made all the frogs and switches.

The stockholders met on October 17th, 1894 relative to financing the construction and decided to mortgage the road to the Waterville Trust & Safe Deposit Company of Waterville, Maine, for the sum of \$300,000. On the seventh of the following month the directors met and passed upon the recommendation of the stockholders but found that the trust company was unwilling to lend such an amount on the proposed road until at least some of the line was in operation. But, they agreed to accept the mortgage for the full amount and lend \$100,000 on it so that construction could continue as a proof of good faith. The railroad company, finding they could make no better bargain, accepted the proposition and eight days later the necessary papers were drawn up mortgaging the entire railroad as proposed and such additions as would be made thereto to the trust company for a total amount of \$300,000, \$100,000 of which was to be immediately paid into the treasury of the railroad for the purpose of completing and equipping the road from Wiscasset to Burnham. The balance was to be turned over to the company when that organization had raised the additional funds necessary to complete the road to a connection with the Bangor & Aroostook and the Canadian Pacific. First mortgage 5% gold twenty-year bonds to the amount of \$100,000 were immediately issued and the bank turned over to the railroad \$81,000 in cash, the difference being retained by the bank.

The directors of the company were Richard T. Runlett, Harry Ingalls, W. D. Patterson, G. H. Crosby, Llewellyn Libby, A. M. Card, A. R. G. Smith, F. C. Brainerd, and S. E. Hopkins. The officials were R. T. Runlett, president and general manager, and W. D. Patterson, secretary and treasurer. Owing to the fact the organization was still in its infancy no other officials were appointed.

The company did not expect to have to depend on through freight and farm products entirely for it was thought that manufacturing plants attracted to the section would provide at least as much freight as originated elsewhere. An unlimited supply of water and electric power was depended upon to attract these manufacturing concerns. The Maine Water and Electric Power Company, a company still in its embryonic stage, was to provide the unlimited power by building a series of dams along the Sheepscott River.

To further augment the revenue, two feeders were planned. The company proposed that the Kennebec Central should extend its line from Togus to Cooper's Mills, but this idea found little favor with the K. C. The second feeder was to be a standard gauge road from Waterville to Weeks' Mills to be known as the Waterville & Wiscasset Railroad. This line was to have a third rail laid along its entire length to accommodate narrow gauge cars. The organization of the company reached the stage where a request was made of the Legislature for a charter before it was temporarily dropped. The Power Company was incorporated but got no further.

While the Board was thrashing out the financial problems, construction of the line was being carried forward. Owing to the low cost of construction and maintenance, and the unusual success of the Sandy River R. R., the gauge of the road was set at two feet. However, it was suggested that if conditions should merit it, the gauge be made standard as the original organizers of the road intended so that through freight could be handled without breaking bulk at the terminals.

On Saturday, February 25th, 1895, the Railroad Commissioners arrived at Wiscasset to inspect the road as far as Week's Mills. Although short notice had been given, the officials of the road made rapid preparations, and when the trains from east and west met at the Maine Central station, a train was in waiting on the new road, ready to start out upon its journey along the line. While the running of regular trains did not begin until the following Wednesday, the trip of the inspection train aroused great interest, and from the presence of a large number of stockholders and other prominent persons from localities on the route, the occasion assumed the characteristics of an opening day.

At this particular time, the commission was made up of three men, D. N. Mortland of Rockland, B. F. Chadbourne of Biddeford, and Fred-eric Danforth of Gardiner. In addition to these there were present the officers of the road, several of the directors, Contractor Mitchell, W. L. White, superintendent of the Knox & Lincoln division of the Maine Central, and about 30 leading citizens of Wiscasset, to which were added from time to time during the progress of the train several other friends of the road. Captain R. H. Tucker of Wiscasset, uncle of Superintendent J. D. Tucker, came forth despite his burden of 78 years and enjoyed his first ride over the line, which for more than a generation had been the object of his hopes. Captain Tucker was one of the original incorporators of the company in 1854, only one other, Henry Ingalls, survived with him to see the operation of the line begun.

Permission was granted for the operation of the line but a speed restriction of ten miles an hour was imposed until the track had settled in the spring. The distance by rail between Wiscasset and Week's Mills was approximately 28 miles.

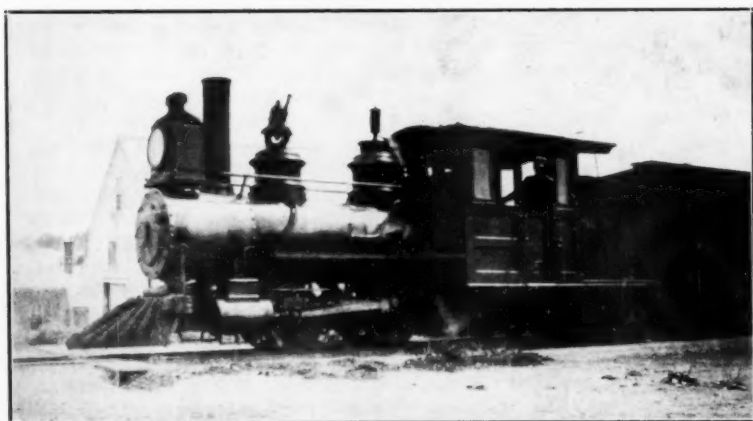
For over nine months Week's Mills was the northern terminus of the road, although construction was continued on towards Albion. To take care of the trains remaining overnight at the Mills, a small yard was constructed containing, besides the station, a water tank, a freight house, a section house, a turntable, and a roundhouse. The latter contained an engine pit, a coal shed with a capacity of about a hundred tons, and track room for one engine and two passenger cars.

Between the two terminals, stations were constructed at Sheepscott, Head Tide, Whitefield, North Whitefield, Cooper's Mills, and Windsor. The settlement at Cooper's Mills was the only one worth mentioning and here the company built a through station, that is, a station built over the main line so that the platform was protected from the weather at all times. Several years later this station was burned and was replaced by one of the standard platform type. Between Head Tide and Whitefield





W. & Q. #1, 0-4-4, Porter, 1883. Ex. S. R. #3.



W. W. & F. #2, 0-4-4, Portland, 1894.

the road crossed the Sheepscott River, exactly 11.6 miles from Wiscasset station. This bridge, known as the Sheepscott River Iron Bridge, was a through bridge 116 feet long which the company had purchased from the Maine Central. On that line it had served as one of the spans of the bridge across the Kennebec river at Waterville and was a product of the Phoenixville Bridge Company. Between Cooper's Mills and Windsor was a flag station known as Maxey's but there was neither station nor siding at this point, only a platform.

On July 22nd the section between Palermo and China Station was completed. The short section between Week's Mills and Palermo was not opened to traffic at that time. Between these two points there were no stations, only a flag stop known as Newell's. The Palermo-China section was 5.07 miles long and contained no flag stops nor stations. The unfinished section between Week's Mills and Palermo was completed on September 24th while the section from China to Albion was not completed until October 8th. There were no stations between China and Albion but there was a flag stop just below Albion known as South Albion. With the track completed into Albion a small engine house and a turntable were located at that point. A water tank was also placed there as well as at North Whitefield. This made four tanks in all, the fourth being at Wiscasset.

Finally on November 4th trains began running through to Albion at which point construction had been temporarily abandoned to allow the company time to finance the construction of the second half of the first section, Albion to Burnham.

Simultaneously with the construction of the railroad, docks were being built at Wiscasset which would accommodate ocean-going vessels. Everything possible was done to facilitate the handling of the expected through freight. An agreement was entered into with the Maine Coast Navigation Company, which ran boats out of Wiscasset for a short time, whereby baggage and express could be checked through without having to be handled at Wiscasset dock and whereby interline tickets issued by one company would be honored by the other. Tickets for passage on the W. & Q. were sold at the Maine Central station, there being no ticket agent for the narrow gauge at Wiscasset.

For motive power the company went to the Sandy River R. R. and purchased their No. 3, an 0-4-4 diamond stack Forney built by the H. K. Porter Company in 1883. This engine was shipped to Wiscasset and went to work pulling construction trains as W. & Q. No. 1. A new engine was ordered from the Portland Company of Portland, Maine, immediately after organization and this was followed by a second order for an engine almost before the first order had arrived at the builder's. Both engines arrived late in '94, were 0-4-4 Forneys of the typical Portland design as perfected for 24-inch gauge roads, and carried the road numbers 2 and 3. These engines were practically duplicates of the two built for the Sandy River in 1890 and '92.

For passenger equipment the company ordered from Jackson & Sharp three cars early in '94. The cars were numbered 1, 2, and 3. Car No. 1 was a combination express, mail, and baggage car while cars 2

and 3 were standard narrow gauge type passenger cars but extra large for twenty-four-inch gauge track. All three cars were forty feet long over the bodies and forty-six feet over the bumper beams. The passenger cars were highly decorated with panelling, nickel Gimbal lamps, decorated door panels which showed the section through which the road was to run, and in all were fashioned after the most up-to-date passenger coaches of the period. Later in '94 a fourth car was ordered from the same firm and was delivered with the road number 4 affixed. This car was lettered "Smoking Car" but was actually a combination type which could be altered into an excursion car by the removal of the large glass windows. On the records of the railroad company this car was called a combination although it was built from the same plans as 2 and 3 and hence might be considered as a straight passenger job. A very few years after it was purchased, in fact, before 1900, it was either rebuilt into a combination passenger, baggage, and mail car or scrapped and another car purchased from some firm other than Jackson & Sharp, possibly from Laconia if such was the case. More than likely the car was rebuilt for certainly the company would not discard a practically new piece of rolling stock.

Besides the passenger equipment, the company began operations with twelve box cars, twenty-four platform cars, a snow plow, and a flanger. All this equipment was built by the Portland Company. Soon after trains began to run to Weeks' Mills, one of the box cars was made into a caboose.

By the time the first report was made to the stockholders the number of platform cars had dropped to twenty and the number of cars for company use had increased to nine, exclusive of the caboose. One item listed on the report that found little favor was a deficit of \$4,971.

To pay for the equipment used to construct the road the company issued short time 6% equipment trust notes to the amount of \$13,178. The other equipment was not paid for but the cost was carried as a floating debt.

The matter of financing continued construction was brought up before the board early in the summer of '96. As construction had been started and trains were operating regularly as far north as Albion the financial backers were willing to underwrite any reasonable amount. On the strength of such an understanding a new first mortgage was authorized on the first of August. This mortgage covered everything owned by the company, was for \$600,000, drew interest at 5%, and was due in twenty years. To retire the original first mortgage \$83,400 was immediately issued and turned over to the trust company at Waterville.

Now that ready cash was at hand the company turned its attention to extending its line on north. During the spring of '97 the track work progressed steadily and by August the grading gangs had reached the Belfast Branch of the Maine Central but there they ran into trouble. It was the intention of the company to cross the M. C. tracks some distance southeast of the river bridge, pass through the eastern part of Burnham, and finally connect with the Seabastcook & Moosehead Railroad at Pittsfield. For some reason the M. C. refused the narrow gauge

permission to cross their line although legally such a crossing could be made if the diamond could be laid without interrupting service over the M. C. but that road made it impossible by keeping an engine running constantly between Burnham and Unity. Finally the officials went before the railroad commission to try and force a crossing. That body met on October 6th, 1897 and listened to both parties argue their case.

It seems that the Maine Central's main argument was that a grade crossing would be dangerous. One is naturally led to believe that the M. C. desired to keep the narrow gauge out of the territory around and north of Burnham, a section which they considered as belonging strictly to them. The W. & Q. claimed that any type other than a grade crossing would be out of the question owing to the levelness of the section in the vicinity of the proposed crossing. After deliberating for a short while the commission refused permission to cross at grade as a safety measure but an overhead bridge west of the desired crossing was permitted. As a temporary measure to allow the construction of the bridge and not to hinder construction of the road or operation of the trains, a temporary grade crossing was approved under the condition it would be taken up by July 1st, 1898. The company did not build the bridge nor did it put in the temporary crossing but contented themselves by dropping back to Albion and operating only to that point. However, the steel was not removed from the Burnham extension, simply abandoned.

During the time the legal battle was being waged the company was reaching out in a westerly direction. They organized two dummy companies, the Franklin, Somerset & Kennebec Railway Company and the Waterville & Wiscasset Railroad Company. Both companies were chartered in 1897. The officials of the W. & Q. were also officials of the two subsidiaries.

The F. S. & K. was chartered to build a line of railroad connecting with the Sandy River R. R. at Farmington, through that town, through the towns of New Sharon, Mercer, Rome, Belgrade, Smithfield, Oakland, and Waterville. The entire grade was built, several miles of track laid beginning outside Farmington and extending towards New Sharon. No equipment was purchased. This much took up to the latter part of 1900.

As a connection with the Sandy River was desired and permission from the Maine Central to cross their property necessary to make the connection, the company approached the M. C. regarding the proposed move. The answer was a very emphatic refusal and the Sandy River terminal being located on M. C. property the company realized that their scheme was doomed. However as a final effort to force a connection the railroad commission was appealed to.

The Waterville & Wiscasset was to connect with the F. S. & K. at Waterville, cross the Kennebec river and build on down to Week's Mills, connecting there with the W. & Q. Work progressed more slowly on this road for as the F. S. & K. ran into trouble work was slowed down until some definite decisions could be reached. By the latter part of May, 1899, the survey had been completed and work was started on the piers for the bridge into Waterville. On June 7th of that year permission was granted to cross the M. C. at Winslow on a girder bridge built

to an angle of about 82 degrees with the M. C. tracks. The W. & W. never got beyond the survey stage and as conditions became worse for the F. S. & K. work on the piers was stopped, leaving one completed and one about half done.

According to the official reports of 1900 the equipment owned by the company consisted of three engines, all fitted with Eames vacuum brakes, two passenger cars, a combination, a baggage car, sixteen box cars, fourteen flats, four coal cars, one caboose, and fourteen road cars. All of the passenger equipment was fitted with Miller safety platforms and couplers. Of the total fifty-three cars in service only ten were owned outright by the company, the others were "leased". In other words the builders probably retained the title to them and the company made monthly payments which were charged off against the amount owed.

There was no doubt in the minds of the backers that their dream of a direct rail route between Wiscasset and Canada had come to a rather abrupt end and several of them withdrew their support. The prolonged litigation had pretty well depleted the treasury so when demands were made for payments of current expenses, and those demands pushed, there was nothing to do but take bankruptcy. Papers to that effect were filed on July 1st, 1900 and the court appointed receivers to conduct the business of the company as they saw fit.

On August 25th, 1900 the receivers took over the road and continued operating trains to Albion but no further. The Burnham extension was left as it was. No work at all was done on the W. & W. while on the F. S. & K. it slowed nearly to a stop, only enough being done to say that construction had not actually stopped.

For eleven months the road was operated by the receivers without any marked degree of success. They just about made ends meet and if the Wiscasset, Waterville & Farmington Railroad Company had not purchased it on July 1st, 1901, the chances are it would have died a natural death within the year.

WISCASSET, WATERVILLE & FARMINGTON RAILROAD

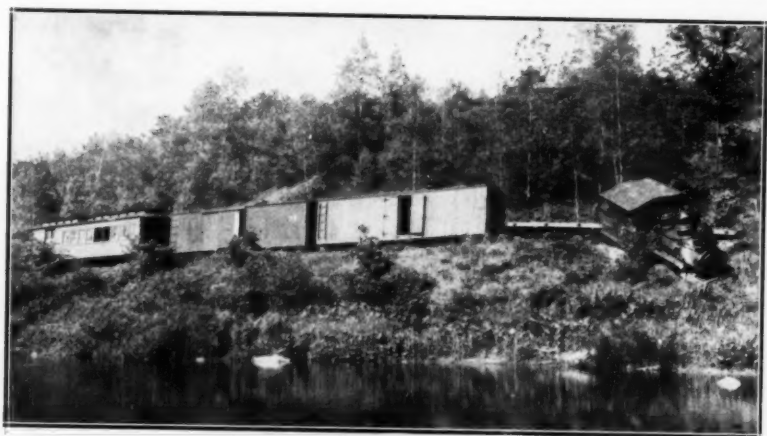
On February 5th, 1901 the Wiscasset, Waterville & Farmington Railroad Company was incorporated and on March 29th of the same year its organization was completed. The company had an authorized capital stock of \$1,000,000 and was empowered to issue bonds to a like amount. The charter gave the company the right to purchase the franchises, rights, and property of the Wiscasset & Quebec Railroad Company, the Franklin, Somerset & Kennebec Railway Company, and the Waterville & Wiscasset Railroad Company. The officials of the newly organized company were Leonard Atwood, president; J. G. Gill, treasurer; G. P. Farley, general manager.

With the organization completed a meeting was called on July 1st, 1901 and an arrangement made with the representatives of the W. & Q. whereby that company agreed to dispose of all its holdings, including the F. S. & K. and the W. & W., for a certain amount in bonds of the railroad company. Therefore the issuance of the total amount of first





W. W. & F. #4, 0-4-4, Porter, 1902.



The last of the W. W. & F.

mortgage bonds allowed under the charter was authorized, \$1,000,000, consisting of 5% thirty-year gold coupon bonds payable at the Real Estate Trust Company of Philadelphia, Pa. Naturally the amount actually issued to discharge the debt did not nearly approach the amount authorized nor was the total amount issued at the time.

Other than a few miles of track under construction, several uncompleted bridges and three or four completed ones belonging to the F. S. & K., the W. & Q. was the only company actually owning and operating any mileage of track. From this company the new organization obtained 43.5 miles of main line laid with 35-pound steel rails, with necessary spikes, bolts, and ties for operation between Wiscasset and Albion, together with side tracks, switches, and frogs at Wiscasset, Cheepscot, Head Tide, Whitefield, North Whitefield, Cooper's Mills, Windsor, Weeks' Mills, Palermo, Gravel Pit, China, and Albion, amounting approximately to about 1.5 miles, making a total of narrow gauge track in condition for operation of 45 miles, with everything necessary thereto, including 2,926 feet of pile trestle, 32 feet of beam bridging, 182 feet of pile bridging, 731 feet of trestle bridging, and 116 feet of steel bridging with two stone abutments. There was also the unfinished section between Albion and Burnham which consisted of about 11.5 miles of 60 to 72-pound relaying steel rails with necessary spikes, bolts, fish plates, angle bars, and ties together with three sets of frogs and switches and about a half mile of steel rails of about 60-pound weight that were not part of the main line. From this we can see that about 5.75 miles of track was down along with at least two sidings when the road was sold. There was also scattered along the extension timbers and trusses for about 200 feet of trestle. One station had been located but not named and at that point the company had built a small open type station 9x15 feet in size.

As is to be expected the layout at Wiscasset was by far the most extensive. The extreme southern end of the track was at the company dock which was located at what was then the lower end of the town. On the dock was built a coal shed, a freight office, and a transfer house besides a freight house which actually belonged to the former Maine Coast Navigation Company but was used by the railroad under conditions of an agreement between the companies. The operating offices were housed in a small one story wooden building just north of the M. C. crossing. This building also acted as a sort of station being surrounded by a wooden awning although tickets were sold at the M. C. station. A wooden platform was on the west side of the track and was continuous from the M. C. depot to the north end of the office building. Trains reached this platform from the north and south over trestles although the main part of the platform was on firm ground. Transfer tracks were located between the narrow gauge main line and the M. C. tracks at the shore end of the wharf. At the northern end of the trestle to the north of the station was located the yard and shops. The yard contained a blacksmith shop, a turn-table, a roundhouse, and a car shed containing two tracks 150 feet long. At the northern end of the yard, at the very throat, was located a section house and a water tank. Such was the layout when the W. W. & F. obtained the road.

The equipment consisted of three engines, two first class passenger cars, a combination smoking, mail, and express car, a baggage, mail, and express car, sixteen box cars, sixteen flat cars, a caboose, a flanger, a snow plow, seven hand cars, four push cars, and four rubble cars.

Work on the F. S. & K was practically brought to a stop until a decision could be reached concerning the desired connection with the Sandy River at Farmington although permission was asked and received to pass under the Maine Central at Oakland and under the Somerset Railroad. Finally on August 26th, 1901 the awaited decision was made. The commission washed their hands of the affair on the grounds that the M. C. had a clear title to all the land to be crossed by the F. S. & K. and the S. R. occupied the premises through the courtesy of the standard gauge. If it refused to allow a connection between the two narrow gauges on their property then, so far as the commission was concerned, that was the end of the matter. To give the company a slight gleam of hope the commission suggested that if a connection was desired by the S. R. they build an extension south from the station for about a quarter of a mile which would clear the M. C. holdings and then the F. S. & K. could make a connection. The S. R. was not interested. As late as September 1901 the company was corresponding with the H. K. Porter Company concerning an 0-4-4 Forney for the road but the entire project was finally abandoned, the track between Farmington and New Sharon pulled up and the steel bridges removed.

On the other hand the company pushed the construction of the former W. & W. between Winslow and Weeks' Mills. The work was turned over to the Franklin Construction Company of Waterville. Judging by the records of the two companies there was some connection more binding than a contract between them. Atwood was not only president of the railroad but of the construction company as well. Possibly the president of the company organized the construction company to do the railroad work as a private venture then again it is barely possible the construction company was a subsidiary of the railroad company. The trouble that arose from the construction seems to indicate that Atwood was a man of many positions and one is led to wonder just what his reactions were when two companies of which he was president became entangled in legal action.

In November 1901 construction was commenced. The construction company purchased the track from Albion to the M. C. near Burnham, took it up and used the steel, spikes, frogs, and such track material as could be used in laying the new line. To facilitate the grading, bob cars were purchased from the Phillips & Rangeley. But first, when they went up to remove the track, as per the contract with the railroad company, they found an attachment on the steel for \$1,200 which had to be paid before the steel could be moved. This was in August, 1901. A year later, August 1902, when the line was completed and the bill for the construction tendered it was found the railroad company had scrupulously kept a record of all items which they thought it would be possible to make the construction company pay for. These items included daily hire for the engine used on the work train, half of the coal

burned on the engine, two sheep killed by the work train, car hire, price of ties not removed from the Albion-Burnham line, and rails taken from Wiscasset. Naturally the construction company felt a bit put out and promptly took the case to court. The court appointed two referees, Phillip H. Stubbs for the railroad and H. G. Thompson, Jr., for the construction company. They finally sifted the matter down and passed in their report giving the Franklin Construction Company \$3,378.19 in cash, \$34,500 in bonds, par value, and \$49,500 in stock, par value, of the railroad company. The original, or contracted, price of the extension was \$140,000 in first mortgage, thirty-year, 5%, gold bonds, and \$125,000 worth of capital stock of the railroad. The bonds were to be secured by a first mortgage on the new construction as well as on the Albion-Wiscasset section. In fairness to the railroad it should be said that during the time the road was under construction the company advanced to the contractors \$105,000 in bonds and \$75,500 in stock.

Probably a word concerning those first mortgage bonds might not be amiss. The question might be asked, why they were so acceptable in payment of debts owed by the company? It might have been for just this reason that certain clauses were written into the mortgage when the bonds were issued. The bonds were issued in denominations of \$100, \$500, and \$1000 with the privilege of registration, due on July 1st, 1931, but redeemable after July 1st, 1911 at \$105 per \$100. Apparently the prospects of eventually receiving an extra \$50 for every \$1000 taken in bonds as payment was a bit more than the contractors could resist. During those days of railroad expansion most any contractor would have jumped at the chance to construct a line under such an agreement.

The agreement stated that the contractor should equip the new line with one 25-ton engine, approximately six new box cars, six new flats, ten hopper type coal cars of about ten tons capacity, one caboose, one first class passenger car, one combination passenger, mail, and express car, and one set of railroad weighing scales. The contractor fulfilled his agreement in everything except the caboose and the scales. The railroad company promptly charged the two items against the construction company's account.

The engine turned over to the company under the terms of the contract was a single unit 0-4-4 Forney built by H. K. Porter Company and was received early in 1902. She carried the road number "4" and was a peculiar looking thing. Her cab extended to the rear of the tank, completely covering everything except the boiler. Coaling was done through movable shutters and water was taken by means of a funnel on the rear. The cab was designed by the construction company, probably upon suggestions from the railroad company, and although it was protested as impractical by the builder the engine was delivered with it built as desired. She went to work pulling passengers between Winslow and Wiscasset but it did not take long for the company to realize the impracticability of the design and the cab was removed, being replaced by a Portland type built in the Wiscasset shop.

Both of the pieces of passenger equipment were built by Jackson & Sharp of Wilmington, Delaware and were delivered in 1902. The combination was numbered "6" and carried the name "Taconnet." It was decorated on each side between the side doors with the head of an Indian chief in a large oval under which the name of the car was inscribed. This car was approximately 37 feet over the bumpers. The uses of the different compartments of the car were boldly inscribed on the sides. The express compartment took one end of the car. The mail compartment came next and was entirely independent of the remainder of the car, being inclosed by a continuous partition. The passenger compartment came next and took the other end of the car. According to the inscription painted on the side, this end was for smoking. A passage way was built down one side of the car connecting the express and passenger compartments, making it necessary for the postal clerk to open two sets of doors to receive or deliver mail on that side.

The passenger car was numbered "5" and carried the name "Vas-salboro." This car was of the same length as the combination and was fitted out very plainly, the company desiring to get a serviceable car as cheaply as possible.

A third piece of passenger equipment was obtained in 1902 from Jackson & Sharp, a fourteen-bench side-entrance excursion car. This piece of equipment was numbered "7" and was for use on the regular passenger run between Wiscasset and Winslow. A place for stowing baggage was left at one end so that the car could be pulled as a self-contained unit on a mixed train. The old W. & Q. combination, a sort of convertible type, had previously been disposed of, either scrapped or sold, and as open cars were very much in vogue at the time the company felt that such a piece of equipment would be a decided asset.

While the extension was under construction the W. W. & F. began making plans for its operation. The Porter people were approached relative to a Consolidation type freight engine to handle heavy trains over the line and probably to run through to Farmington if that section was ever built. Although the company favored the 2-8-0 design the builder suggested a little Mogul as being much easier on the track, capable of handling all reasonable loads, and costing much less. After the exchange of much correspondence and the drawing of preliminary plans the whole thing was dropped. The Consolidation as designed was a neat, well proportioned 'mill' but would have been much too heavy for the track.

Still looking for power the company entered into negotiations with the New England Southern Timber & Land Company of Lynn, Mass. to buy a practically new Mogul owned by them. This engine had seen only a few months of service on the timber company's railroad in North Carolina, the Laurel River & Hot Springs, and had been sent north and stored when that road closed down. The engine was delivered to Wiscasset C. O. D. and as the company did not have the required amount they were not allowed to unload her. She sat on a flat car at Wiscasset for several weeks while the company tried to make some arrangements to pay for her but the New England Southern eventually lost patience with the

road and sold the engine to the Sandy River where she ran as No. 3. The engine finally became No. 16 of the Sandy River & Rangeley Lakes and ended her days on that road.

It could hardly be expected the road would show a profit for the year 1902 as the Winslow-Weeks' Mills section was not approved and put in operation until the ninth of July. The deficit amounted to \$2,727. The paid in capital stock, or probably we should say the outstanding capital stock, was \$194,300, the outstanding bonds \$637,300, and the cost of the entire road and equipment to date \$804,130. Frederick C. Thayer was appointed vice president. During the year the general offices were moved from Wiscasset to Waterville, just across the river from Winslow where the company had built a machine shop as well as an engine house. It appears that it was the intention of the company to locate their main shops at Winslow provided the line was ever extended to Farmington. In fact, it seems that a great deal depended on that extension to Farmington and the complete failure of that part of the company's plans did as much as anything else to push the road to the wall.

With trains running into Winslow the company seriously considered the construction of two short extensions to act as feeders. One was to be from Cooper's Mills through Powers to Tognus, there to connect with the little Kennebec Central which ran into Randolph at the head of navigation on the Kennebec. The other was to leave the main line at Clarks, pass through Crosshill and terminate at Augusta. The only thing that could be said for this section was that it would connect the main line with the capital of the state. No means of financing this work could be found so the projects died almost before they were born.

In 1904 the regular passenger train made one round trip a day between Winslow and Wiscasset, down in the morning and back in the afternoon. The Albion branch also had only one train a day but between the time she arrived at Weeks' Mills, she did not run on to Wiscasset, and the time she left for Albion in the afternoon, she made two round trips, three on Sunday, between Weeks' Mills and Winslow. The section of track between Weeks' Mills and Wiscasset was hardly more than a branch while the line up to Albion was frankly called a branch and operated as such. The track between Winslow and Weeks' Mills was actually the main line and trains were operated over it to give frequent, if not fast, service into Winslow from the outlying towns and villages. Weeks' Mills was the hub from which the trains radiated. There was only one train a day out of Wiscasset while the Mills had three northbound to Winslow, one to Albion, and one southbound to Wiscasset.

Even though the company had quite a bit of line in operation, 57.46 miles to be exact, not a year passed that did not end in a substantial deficit from operations. The lack of manufacturing enterprises along the line was mainly the cause of this perpetual deficit and although the farmers patronized the road as much as possible the little revenue realized from their patronage made hardly a dent in the cost of operations. The deficit for the year ending June 30th, 1905 amounted to \$43,433, making a total deficit to date of \$107,212. Of the deficit of

\$43,433 about \$10,000 was an actual loss from the operation of trains while something over \$33,000 represented interest due on the bonds. It is no wonder the bondholders began demanding at least a partial settlement of the overdue interest. The company was beginning to experience the evils of over-capitalization. Everything possible was done to check the increase in value of those red numerals on the left side of the sheet. All straight passenger jobs had been previously discontinued and mixed trains run in their place so the company began cutting elsewhere, a little here and a little there but still the red numerals increased in value.

During these trying times the officials of the company were G. P. Farley, president; A. M. Card, vice president; S. J. Sewall, superintendent; W. D. Patterson, clerk, treasurer, and auditor.

When no payment was made on the interest at the close of the fiscal year of 1905 and the officials admitted they saw no prospects of paying it in the near future, the bondholders requested the court to appoint receivers for the road. This was done and on October 7th, 1905 the railroad was placed in their hands for operation or sale, as they saw fit.

For over a year the road struggled along under the management of the receivers. Each monthly report had nothing to show but a deficit and the receivers gradually realized that they were powerless to put the company back on its feet. Such a realization left them no alternative so they posted notice the road was to be sold. On December 4th, 1906 the sale took place and the road was purchased by Carson C. Peck, the owner of a large group of chain stores throughout New England. Peck entered into an agreement with the receivers whereby they agreed to continue control until the first of the year. Promptly on January 1st, 1907 Peck took the road over and changed its name to the Wiscasset, Waterville & Farmington Railway.

WISCASSET, WATERVILLE & FARMINGTON RAILWAY

Peck's desire that the receivers continue control until the first of the year was to give him time to organize an operating company to take over the line. He was not foolish enough to go outside and bring in men totally unfamiliar with narrow gauge operation to run his road but obtained those who had worked around the W. W. & F. for some time. He kept the official family down to four men besides himself; N. L. Bassett, clerk; W. D. Patterson, treasurer; J. S. Sewall, general manager; and Llewellyn Libby who held no operating office but was simply a member of the board. Peck naturally retained the office of president for himself. He capitalized his company to the amount of \$300,000 consisting of two thousand shares of preferred stock and one thousand shares of common, each share having a par value of \$100. To pay for the railroad one thousand shares of common and one thousand of preferred were issued. Presumably these shares were turned over to the Railroad Company but judging by subsequent events Peck retained the stock and paid the receivers the sale price of the road in cash out of his own funds which

gave him control of the road with two-thirds of the stock. The other thousand shares of preferred stock were sold gradually, as the need arose, to raise cash until all of it was disposed of.

The equipment as turned over to the Railway Company consisted of four engines, a combination baggage, mail and express car, three first class passenger cars, a combination mail, express, and passenger car, an open passenger car, twenty-six box cars, thirty-seven flats, a caboose, a flange digger, a plow, eleven hand cars, ten push cars, and one wrecked box car.

One of the first things done was to increase the number of engines owned. The four engines in service were badly in need of repair and the company realized that unless more power was immediately obtained and the work load on them lightened, they would be beyond repair. Two engines were ordered from Baldwin, one passenger and one freight, to be delivered as quickly as possible. While these were being built the company purchased Bridgton & Saco River No. 2, renumbered her No. "5", and put her to work. This engine was an 0-4-4 Forney type built by the Hinkley Locomotive Company in 1882. The two engines ordered from Baldwin were numbered 6 and 7. Engine No. 6 was an outside frame Prairie type freight engine while No. 7 was a 2-4-4 Forney type passenger engine. This particular engine was the pride of the road and when she happened to be running late she is known to have frequently smoked her train through the woods at a mile a minute clip. The general impression that passenger service on the narrow gauges was slow and that fast running was impossible is very erroneous. The schedules were slow to allow the mixed trains time to drop and pick up cars but when time pressed no rust accumulated under the wheels.

After the arrival of the two engines from Baldwin the roster was divided into three classes. Engines No. 1, No. 2, No. 5, and No. 7 were classed as passenger engines, No. 4 and No. 6 were freight engines while No. 3 was listed as a shifter and put to work in the Wiscasset yard. She was considered too old and unreliable for road service, at least more so than the other two old W. & Q. engines.

The directors, realizing that a second combination was badly needed, had the open excursion car rebuilt in the Wiscasset shops into a combination passenger, baggage, and R. P. O. They made an excellent job of it and upon its completion the car was put in regular service.

The passenger train schedule was altered slightly from that maintained by the former owners. All of the usual trips were made but an extra train was run between Wiscasset and Albion. On its return trip this job connected with the morning train from Albion at Weeks' Mills returning from its first round trip to Winslow. This morning train from Albion was no longer a straight passenger job but a mixed train hauling several cars of mill.

Whaling seems to have been quite an industry in New England even as late as 1907 for the company rented out their dock as a whaling ship wharf. Even so, other than the money realized from rent the transaction apparently did not benefit the road to any great extent.

The following year, 1908, the company purchased ten new flats to take care of the increasing timber and pulpwood traffic. Even though the company was forced to shave its expenses pretty close it managed to operate at a fair profit. Peck was a very shrewd business man and although railroad operation was not his line he realized it and was content with things as they were as long as Sewall could show a profit from operations and pay a small dividend on the stock. Fortunately the company was not hampered by any mortgages on the equipment or road, an item which actually made the difference between success and failure.

It was found that the Bridgton & Saco River was in the market for a standard passenger car. The board, upon hearing of this, decided that two straight passenger cars were all they needed so sold them one of the old W. & Q. cars. It was hoped that when passenger steamers began running out of Wiscasset that passenger business would pick up, which it did, but not enough to crowd the trains. Fortunately the steamboat people rented the company dock and to better the property it was practically rebuilt in 1911 at the cost of \$6,000.

The freight equipment went through quite a change during the period of from 1907 to 1912. The transportation of lumber was naturally hard on the flats and two of the forty-seven owned in 1908 had to be scrapped. Ten of them were presumably rebuilt into box cars for they dropped from the roster and the number of box cars were increased by a like amount. All inclosed freight cars were listed as box cars but actually three distinct types of cars were in use. The first two types were standard type box cars and rightfully should be classed as box cars, the first type having side doors five feet wide and the second having doors seven feet six inches wide. The third type was built exactly like standard gauge refrigerator cars except there were no ice compartments. They were built to handle the potato traffic but the design was not to keep the cold in but out. It is claimed that some of the potato cars had stoves installed and that they were kept fired during extremely cold weather while the car was in transit. The end door type box car #302 that appeared during the road's last days was the converted caboose #302.

Freight consisted mainly of forest and farm products. Of the two timber constituted by far the largest per cent of the tonnage. Grain led the farm products but was closely followed by potatoes, the amount of which had steadily increased and showed signs of eventually being second only to timber. Although the profits from operation were not large they were steady, that is, each year showed a profit of about the same amount. Up to June 30th, 1911 the accumulated profit was \$16,081.23 while for 1912 it amounted to an additional \$1,228.18. Improvements were made gradually for the directors steadily refused to go in debt. If the road couldn't pay for its own improvements then the road could do without them. The trestling at Wiscasset was practically rebuilt in 1912. A section at the north end a hundred and twenty-five feet long was filled in while another section starting five hundred feet from the highway bridge over the river and extending to the upper switch was also filled. The track at Whitefield was changed and raised from

Wiscasset, Waterville & Farmington Railroad Company

TIME TABLE No. 15

ARRANGEMENT OF TRAINS IN EFFECT SEPT. 3, 1901.

**Connections made at Wiscasset with morning and afternoon trains of
Maine Central Railroad for Bath, Portland, Boston and Rockland.**

Subject to unavoidable delays and change without notice.

TRAINS LEAVE NORTH BOUND				TRAINS LEAVE SOUTH BOUND					
Miles from Wiscasset		No. 3	No. 5	No. 7	Miles between Stations		No. 2	No. 4	No. 6
		A. M.	P. M.			A. M.	P. M.		
0.0	Wiscasset	10.00	3.15			Albion	6.15		
4.8	Sheepscot	10.15	3.34			So. Albion	f		
	Alna Center	f	f		5.42	China	6.34		
9.1	Head Tide	10.30	3.50			Cole's	f		
13.3	Whitefield	10.45	4.07		5.11	Palermo	6.53		
	Preble's	f	f			Newell's	f		
17.4	No. Whitefield	11.00	4.24		4.73	Weeks' Mills	7.10	11.45	
20.4	Cooper's Mills	11.14	4.40		4.2	Windsor	7.25	12.00	
	Maxcy's	f	f			Maxcy's	f	f	
24	Windsor	11.27	4.56		3.6	Cooper's Mills	7.40	12.15	
28.2	Weeks' Mills	11.41	5.12		3	No. Whitefield	7.55	12.30	
	Newell's		f			Preble's	f	f	
32.9	Palermo		5.29		4.1	Whitefield	8.12	12.45	
	Cole's		f		4.2	Head Tide	8.29	1.00	
38	China		5.46			Alna Center	f	f	
	So. Albion		f		4.3	Sheepscot	8.48	1.15	
43.5	Albion	Ar	6.05		4.8	Wiscasset	Ar	9.05	1.30

Subject to rules issued Feb. 20th, 1895, except as modified below.

RULE 1—The time shown hereon is leaving time except as otherwise stated. Trains must not leave any station before the time indicated. 1 (a) At stations marked f trains will stop only on flag or notice to Conductor.

2—South Bound trains have absolute right of track over north bound trains of the same or inferior class. 2 (a) Extra trains must not exceed the running time shown above and must keep 15 minutes off the time of regular trains.

3—Any train 24 hours late loses all rights as given under this time card and may then proceed as an extra without orders.

4—Except as permitted in Rule 3, no extra engine or trains will proceed outside of yard limits without orders in writing.

G. P. FARLEY

Gen. Mgr.

W. D. PATTERSON

G. P. A.

H. G. FOWLE

Supt.

**NOTE—The American Express Company transacts business at all points
on line of this company.**

Wiscasset, Waterville & Farmington R'y. Co.

Arrangement of Train Service

GOING SOUTH				GOING NORTH			
NOS. OF TRAINS	Stations	Mixed 8 EX. DEN.	A. M.	NOS. OF TRAINS	Stations	Mixed 11 EX. DEN.	P. M.
	Albion	lv.	5.50		Wiscasset	lv.	1.30
	So. Albion	→	6.00		Shoreport	→	1.40
	China		6.10		Alta Center	→	1.55
	Palermo		6.30		Head Tide		2.05
	Newell's	→	6.35		Whitefield		2.25
	Weeks' Mills		6.50		Preble's	→	2.30
	Winslow		7.05		No. Whitefield		2.40
	Macey's	→	7.08		Cooper's Mills		2.55
	Cooper's Mills		7.20		Macey's	→	3.00
	No. Whitefield		7.32		Winslow		3.10
	Preble's	→	7.37		Weeks' Mills		3.30
	Whitefield		7.48		Newell's	→	3.35
	Head Tide		8.10		Palermo		3.50
	Alta Center	→	8.15		China		4.10
	Shoreport	→	8.25		So. Albion	→	4.15
	Wiscasset	ar.	8.50		Albion	ar.	4.30
			A. M.				P. M.

In Effect
September 29th
1930

RESERVATIONS: Unavailable tickets accepted and subject to change without notice. Some when required at our agents in connection with the service.

CONNECTIONS

At WISCASSET with Maine Central Railroad. At WISCASSET with St. Joe "Water Harbor" and Stage to and from BOOTHBY HARBOR. Railway Express Agency transports baggage on this line.

H. P. CROWELL, President
Boston, Mass.

six to eight feet after which a stone retaining wall was built on the outside towards the river. The previous year the company handled a hundred thousand bushels of potatoes but in 1912 the amount increased to a hundred and eighty thousand. On the strength of this increase the company built a new potato house at Coopers' Mills, the size of the yard at Wiscasset was nearly doubled, and ten new flats were purchased.

The lumber business increased to such a point that in 1913 the company felt justified in building a derrick car from one of the flats. This car was used for the transfer of heavy freight, the loading of timber and logs, and possibly as a sort of wrecking car to rerail cars. It did not stay in service very long. It was during this year that engine #5 had her crown sheet badly burned and as she was not particularly needed she was eventually scrapped, the boiler being patched up and placed in the shop to generate steam for the stationary engine.

Unfortunately just as the future of the road seemed assured Peck died, that was in 1913 or '14, and Sewall was left the job of handling both finances and operation. Peck's widow took over his interest and kept in touch with Sewall through her lawyer but luck, or whatever you want to call it, deserted the road and it wasn't long before there was a noticeable decrease in the profit from operations. To check the downward glide all train service into Winslow was discontinued while the rail from there down to North Vassalboro was pulled up. This steel came up in 1915 and went to replace the lighter rail on "The Mountain," a rather steep grade that had to be doubled frequently, and several other places below Weeks' Mills. All passenger service over the North Vassalboro-Weeks' Mills section was suspended while only about two miles west from the junction was used for freight. Sewall managed to get through the year with a profit of \$6,015.52 but he did it at the expense of the road. All work on the track except that absolutely necessary was suspended with the result that the winter played havoc with it.

Just as soon as spring opened up and the frost got out of the ground the company started stripping the rest of the extension but when the wreckers got down to South China they stirred up a bit of trouble for the road. A farmers' union owned a potato house there and they had a contract with the railroad to haul their potatoes down to Wiscasset. When the farmers saw that the stripping was not going to stop there they reminded the company of that contract and demanded satisfaction either by an adequate means of transportation or disposal of the potato house. After some delay, which the company could ill afford, the board agreed to purchase the house for \$1,000 thereby cancelling the contract. The deal was concluded on June 21st and the removal of the line completed. The rails were sold for scrap and the proceeds distributed among the stockholders as extra dividends. While the extension was down the company was in mortal fear the inspectors from Washington would arrive and seeing the condition of the extension, close the road down until the track was put back in condition or the scrapping completed. Fortunately when the inspectors did arrive everything was ready for them although the board was still a bit winded from their exertion.

Officially Peck's place on the board was never filled nor was a president appointed, Sewall, being the most practical railroad man of the group, was looked upon as a sort of president pro tempore.

Labor trouble hit the road that summer. The men left as they found better jobs elsewhere and almost any job was better than one on the road. As they left it was impossible to fill their places at the wages paid. The board admitted that the wages paid, in most cases, were so low that if the men didn't keep chickens, pigs, cows, and raise vegetables in small gardens it would have been impossible for them to exist on what they received from the railroad. In an attempt to hold the men all daily wages were increased ten cents a day on July 1st. This certainly wasn't much and in some cases the men left anyway but the board complained that this increase would cause the company to just about break even if the tonnage did not decrease. If it did, well, there would be a deficit.

With the Weeks' Mills-Albion section again the main line, engine #7 continued to haul the straight passenger job which left Albion each morning for a round trip to Wiscasset. This job usually consisted of two cars of milk, the baggage car, and a coach. Sometimes a combination replaced the coach. A freight left Wiscasset each morning for a round trip to Albion. This train carried a combination car for local passenger work which was light for the morning traffic was to the south and the afternoon to the north.

The company started fitting out their equipment with automatic couplers in 1916 when two engines, two passenger cars, and six freight cars were so equipped. All three engines purchased in 1907 were fitted with automatic couplers but as one had been scrapped the 1916 installation gave the road only four engines so equipped. It was necessary to slot and drill the nuckles so as to enable them to be coupled to equipment fitted with the old link and pin draft gear. Possibly the change was "suggested" by the I. C. C. for the road certainly was not in a position financially to convert its equipment at that time.

The old saying that accidents on railroads run in triplets certainly applied to #6. One morning in 1927 a car of potatoes got on the ground, about three miles south of Albion, and before the train could be stopped it turned over. This dragged the engine off and both car and engine rolled down the dump. Number 6 was pretty badly smashed, the car totally. The engine was rerailed, hauled to the Wiscasset shops and practically rebuilt. On her first trip out she blew her crown sheet and was returned to the roundhouse. This time she was stored but in 1931 the roundhouse burned and just about finished her as a useful piece of motive power. The same fire caught #7 and neither engine ever saw active service again.

There is no doubt that the road had its share of accidents but fortunately practically all of them were merely derailments in which no one was hurt. No material damage was ever done and except for the inconvenience of having the main line tied up for a few hours they caused no great amount of trouble. In March 1927 an engine and several cars of pulpwood jumped the track, went down the dump and started across

the Sheepscot river. It was just after a hard freeze and the ice held the job up until a frantically working crew could drag it ashore. Not a single piece of equipment turned over and other than a broken rail and a little split pulpwood there was no damage done.

For ten years the company managed to keep the road running but each succeeding year saw conditions just a little worse. Finally the Peck interest let it be known that their interest in the road was for sale and the farmers along the line began to wonder how they were going to get their products down to Wiscasset if the road was pulled up. They got together, formed a sort of cooperative organization, and approached the company relative to purchasing the road. After much bargaining a price of \$60,000 was agreed upon and in 1926 the road changed hands but not its name. The former owners took a deep breath and stepped out from under.

The new owners took a look at their little line, rolled up their sleeves, and went to railroading but it didn't take them long to realize that all they had done was to guarantee themselves a rail connection with Wiscasset. Engine #1, being the oldest engine, they scrapped and sold for junk, the money being used to improve the road, which, incidentally, was badly in need of it.

Motor cars and trucks gradually ate into the road's business until the company was at a loss what to do. Finally they decided to get someone to manage the road who had had experience along that line. The management decided on Mr. H. P. Crowell, former general manager of the Belfast & Moosehead Lake R. R. He accepted the position and went to work in 1929.

When Crowell took over the reins conditions were bad but it seemed to the owners that under the new general manager they went from bad to worse. They dismissed him early in 1930 and tried a little managing of their own. Their first act was to cut the service. The train that left Wiscasset each morning for Albion was taken off. The straight passenger job out of Albion was cut off and a combination run in its place. A careful check was kept on everything pertaining to the management of the line, the cost of transportation was kept down to rock bottom, as was the cost of repairs and general upkeep, but in spite of every effort to the contrary the road sank deeper and deeper into debt.

Conditions finally reached the point where the creditors felt justified in requesting the appointment of receivers and on November 13th, 1930 S. J. Sewall and H. P. Crowell took over the line upon orders from the court. Under their management, or probably we could say under Sewall's management, conditions improved remarkably so that it was possible to pay off a part of the indebtedness.

At a meeting held in December, Frank W. Winter came forward and managed to obtain the controlling interest in the company by purchasing the majority of the stock for a very small amount. Accordingly Winter was appointed president and the company continued operations under his leadership. The receivership was eventually discontinued.

Winter was a local capitalist who owned a large tract of standing timber up around Palermo. He was not a practical railroad man at all

but a lumberman and was interested in moving his timber down to Wiscasset as cheaply as possible, not in the success of the railroad. At the time he gained control there was a small surplus held as a reserve in the treasury and by operating with a minimum number of men and spending only where necessary, the line managed to continue to show a profit from operations. The mail contract for \$9,200 per year was a great help.

Incidentally we might state that both the Bridgton & Saco River and the Sandy River & Rangeley Lakes lost their mail contracts in 1918 which left the W. W. & F. the only twenty-four inch road with a railway post office in the country. This is not so important to us but was tremendously so to Winter.

In 1931 the roundhouse at Wiscasset burned and in so doing finished engines #6 and #7. This left only engines #2, #3, and #4 in service and these could hardly be called serviceable. The road had fallen to just about the status of a lumber line and Winter did not spend any large amount in upkeep. There being a great deal more freight equipment than was necessary to handle the traffic a novel but wasteful method of clearing the line after a wreck was devised. When a car got on the ground and showed signs of being troublesome to rerail, it was unloaded and toppled down the fill out of the way. Before the final crash there were quite a few cars reposing on their sides along the line and they acted as very effective markers for the bad places in the track.

Unfortunately, under the Winter management the road ran into difficulties, financially. A good many debts piled up on account of the official set-up. Winter, as owner, felt that he was entitled to purchase such material for the line as he saw fit, which he did, but when the bills were presented for payment the treasurer would not acknowledge them as they were not countersigned by the purchasing agent. These debts piled up until certain of the creditors took the case to court. As the company claimed there was no money to settle with, receivers were appointed and on December 31st, 1931 they took over the road.

For seven months they operated the line as best they could but at the end of that time they advertised the road for sale at auction. The sale took place on August 1st, 1932 and Malcolm Philbrick became the new owner, according to law. When everything had settled down it was discovered that Winter still owned the road, having bought it through Philbrick who was his son-in-law. Officially he organized a new company which purchased it from Philbrick. Anyway, the smoke settled and left Winter still in control of the road.

Service was continued as it was before the sales. Freight equipment was allowed to deteriorate until about only twenty-five of the hundred-odd cars were in a condition to be allowed on the road. Engine #2 died a natural death and was stored in the far end of the coaling shed while #4 wheezed and groaned but continued to clatter up and down the line. Engine #3 was apparently the best of the lot so she was patched up at the expense of #2.

To obtain more motive power Winter went over to Randolph during the middle of January 1933 and purchased the entire superstructure of the Kennebec Central. The rail was pulled up and sold, the cars left in the Randolph yard but the engines were loaded on trailers and hauled by three large trucks to the Wiscasset shops. Vacuum brakes were installed on the drivers and the engines renumbered. K. C. #3 became #8 while #4 became #9. Engine #9 promptly replaced #4 and that engine shoved in back of #2. Owing to the condition of the wooden trestling, she was considered too heavy to be safe, weighing approximately twenty-eight tons against the eighteen tons of the Portlands. Engine #3 was still in the machine shop which was doing duty as engine house, machine shop, and car shed since the roundhouse fire. This building was originally the car shed. Engine #9 made only a very few trips before she joined #3 with a broken tender frame.

It is impossible for anyone to say that Winter did not keep the passenger equipment used most of the time well painted, although some of the colors were rather startling. The little Jackson & Sharp combination was painted aluminum but eventually received a coat of vermilion. The combination baggage and mail car was also finally painted vermilion. The rebuilt excursion car ended up painted a rather dirty reefer-yellow. The chances are she too would have received a vermilion coat eventually for that was the color of the moment when the road closed down. None of the repainted passenger equipment showed either numbers or lettering. Most of the freight and work equipment retained its original paint, box car red. No equipment was lettered but the numbers were on the sides and ends of the box cars and the sides of the flats. The box cars were numbered from 1 to 100, from 300 to 400, and from 500 to 600. Lower numbers of each series predominated. The flats were numbered from 100 to 200 while the work equipment was numbered from 200 to 300. The caboose car was numbered 301. The reefers were painted the conventional yellow but showed neither numbers nor lettering. The motive power was painted dead black and was lettered in white. For some reason the two passenger coaches were never repainted but remained coach-green.

Just when Winter least expected them the inspectors from Augusta swooped down on him. They took one look at the station trestle and said it would have to be rebuilt immediately if the road was to keep running. The motive power also needed work on it to meet state and federal requirements. Winter immediately began a race against time to get his timber out before the expiration of the period of grace for he had no intention of paying out good money to put the road in a condition to continue operations.

On the morning of June 15th, 1933 engine #8 was hauling the daily train down from Albion when just below Whitefield a rail snapped under her. The engine swung sharply to the right, nosed down the fill and headed for the Sheepscott river. The train consisted of a flat, a standard box car, a reefer, and the converted summer car. The flat jammed up against the tank and stopped the train. The fireman jumped but the engineer stuck, mainly because there was no place to jump except into

the river, and was not hurt. That was the last straw so far as operation of the road was concerned and the company closed down that day. They did not even bother to rerail the engine or move the cars but left them just as they were. The crash caught Winter with only about half of his timber out.

When it was apparent that the owner was not going to resume operations several offers were made to purchase the road. Each offer was refused. Finally Winter was asked to set a price for which the road could be purchased and after a time offered to sell for \$75,000, about half again as much as the road was worth, considering the condition of the equipment, track, and trestling at Wiscasset.

As a reason for desiring such a price for the road the owner claimed he had a standing offer from a South American company of \$75,000, provided the equipment was delivered without extra cost. To substantiate his claim he brought two schooners to Wiscasset and tied them up to the company dock with the understanding they were to transport the equipment south.

Today the two ships still lay tied to the dock but they will certainly never sail the seas again as the weather has steadily been working on them and the tides run in and out of the hulls like a mill race.

When it became apparent that no agreement could be satisfactorily entered into relative to the sale of the road, the same parties offered to lease the road. This offer was also flatly refused. The road then entered into a period of stagnation until Fate should settle its account one way or the other.

In November 1934 the main line steel was attached by a large western paint concern for a long overdue bill. A wrecking firm in Gardiner was awarded the contract for taking up the rails and immediately went to work. The crew used a flat car pulled by a pair of horses to haul the steel to the nearest highway crossing from which it was sent by truck to Gardiner. Only the main line steel was removed, none of the sidings, frogs, or switches were touched. The track was moved about four feet east at the wreck below Whitefield so as to pass the equipment around the engine. All the equipment scattered over the line was hauled by the team to the nearest siding and left.

The track below Head Tide was not bothered but the stripping of the remainder of the line effectively rang down the curtain on the W. W. & F. It was rather pathetic to see a string of cars sitting on a short section of track twenty or thirty miles from a railroad as a memorial to those who once dreamed of a narrow gauge railroad from Tidewater Maine to the great grain section of Canada.

This condition existed until the early summer of 1937 when it was decided to scrap the balance of the outfit. Probably the decision was quickened by the collapse of the coal shed early one morning. In falling the shed struck the car shed and that folded up, tipping over the two coaches stored in it. The smaller coach was pretty badly stove up but the larger coach was merely tipped over.

As soon as news of the proposed junking became known, a party came north and purchased #9, a box car, and a flat. These were hauled

away and stored to be eventually reconditioned and operated by the new owner as a hobby. Engine #3 was stripped and the boiler went into a saw mill. The rest of the equipment was cut up and the remaining rail that had been left in place by the first wrecking crew removed. By the last of August 1937, the little line was decidedly a thing of the past. Thus passed the second longest twenty-four inch gauge road in this country.

The Silver City, Pinos Altos & Mogollon Railroad

The need for a means of transporting ore from their mines at Pinos Altos, nine miles south to the smelter and concentrator at Silver City, Grant county, New Mexico caused the officials of the Commanche Mining & Smelting Company of Duluth, Minn. to organize a dummy company for the purpose of building a railroad between the two towns. A charter was requested and granted early in 1906 which termed the new organization the Silver City, Pinos Altos & Mogollon Railroad company and gave it permission to build as far north of Silver City as Mogollon, about sixty miles.

A survey was immediately made and construction started at a point a half mile south of Silver City on the Santa Fe Railroad. The line swung in a wide curve to the west around the city until it hit Silver creek, about two and a half miles northwest of the town limits. To reach this point about six miles of track was necessary. The first two miles climbed three hundred feet over a shoulder to a dry gulch which the road followed to the creek, losing the elevation gained in the remaining four miles. The creek was crossed at an elevation of six thousand feet above sea level.

For about three miles northeast of the creek the road had a fairly easy grade, climbing gradually another three hundred feet which it managed to hold. From this point on, the actual climbing began and the grades increased from 2 per cent to 6 as the track twisted and turned on its way to the summit of Pinos Altos Mountain, five and a half miles further on, which it crawled over at an elevation of seventy-three hundred feet. Pinos Altos was located a mile and a half from the summit and two hundred and sixty feet below it. The road, in travelling this distance followed the roof of the continent for both the mountain and the town are located on the Continental Divide.

In the sixteen miles of main line there were forty-eight trestles of various lengths and heights across dry gulches and over deeps that the company felt would cost too much to fill. Not all of these trestles were straight for some of them were curved as sharply as it was thought possible to get a train around. Taking the road as a whole it presented quite a difficult problem in mountain railroading.

The shops were located at the Silver City end of the road and consisted of a machine shop, blacksmith's shop, carpenter shop, moulding shop, roundhouse, and a turntable. Water for the engines was available at both ends of the road but it was soon found that the water at the mines was so full of copper it was detrimental to the boilers. When used it would cause leaks to develop where the tubes passed through the tube sheets. To do away with the necessity of taking water at the mines a water car was placed on a siding about half way on the road and trains going north filled their tanks there. Generally they were able to go on up the line, do the necessary shifting at the mines, and get back to the car before the water showed signs of becoming dangerously low but

occasionally they were detained at the mines longer than usual. If this happened they took only enough water there to get them back to the car where the contaminated water was dumped and the tank refilled.

When construction was started the company purchased engines 1 and 2 of the Gilpin Railroad, a mining road in Colorado, and ran them until engines 3 and 4 arrived from the Lima Locomotive Works late in April 1906. Owing to the grades and curves all the engines were three cylinder double truck Shays except engine 1 which had only two cylinders. The two Gilpin engines were quite old when they came to the road, having been built for the old Gilpin Tramway in August 1887 and February 1888. The older of the two, the 1, had 7"x7" cylinders, weighed ten tons, had 24-inch wheels, and carried builder's number 181. The second engine had 7"x7" cylinders, weighed twelve tons, had 24-inch wheels, and carried builder's number 199.

Engines 3 and 4 were much heavier than the 1 and 2, weighing approximately twenty tons each, exclusive of fuel and water. They had 8"x8" cylinders, 26.5-inch wheels, and carried builder's numbers 1672 and 1673. It wasn't until July 1907 that the fifth and last engine arrived from Lima, the 5, and was too late to be of much service on the road. Beside the other four she was a giant, weighing approximately thirty-three tons exclusive of fuel and water. She had 10"x10" cylinders, 28-inch wheels, and carried the builder's number 1928.

All of the cars were built in the various company shops, only the trucks being purchased. A caboose was built by the carpenters, twenty-five ten-ton steel drop-bottom ore hoppers and the water car were built by the metal workers. A wrecker and ten flats were built at the smelter. The plans for this equipment were prepared by the company draftsmen at Silver City.

Operation of the road began as soon as the steel reached Pinos Altos. Nothing whatsoever was done on the section between Pinos Altos and Mogollon. It is quite possible that the company had no intention of building beyond their mines for the sixty miles of territory separating the two towns is about the most rugged in the state and the cost of construction would have been exorbitant. If other mines had been opened north of their holdings the charter would have given the company the right to extend their road which was possibly the idea in mind when Mogollon was stated as the ultimate destination.

Engines 1 and 2, being too light to handle loads on the stiff grades, were put to work at Silver City switching and hauling out the slag pots. Engines 3 and 4 took over the main line work. Engine 5 was purchased for main line work and, in fact, did a little work on the road before she was stored with the others when operations ceased. Nine or ten cars of ore were all an engine could safely handle coming down The Mountain, as Pinos Altos Mountain was called, for none of the equipment was fitted with air brakes. The engines were fitted with steam brakes but it was up to the conductor and brakeman to hold the cars by hand. It was not all unusual for a train to get up a little too much speed and jump the track when she hit one of the many sharp curves. When this happened on one of the trestles it was a really mean job to get back on the

steel for the ties were only slightly longer than the engines were wide and all work had to be done on hands and knees under the over-hang. To make matters worse there was the ever present danger of something going wrong and the engine toppling over.

Wrecks on the road were every day occurrences. They ranged everywhere from simple derailments on curves to pile-ups in gullies. The cabs on the two road engines suffered so from constant battering they lost all resemblance to the original structure. In fact, the cab on engine 4 was non-existent and she ended her days on the road with a simple wooden rail around the deck. It has been said that the engine crews developed a special technique in getting clear in a hurry.

One of the worst wrecks occurred on February 7th, 1907. Engine 3 left Pinos Altos with nine loads and the cabooses on its regular trip south. The entire crew was on its toes for they wanted to show a visiting inspector from the Lima plant just how they could drop a train down that thousand feet. The fireman put in a good fire and then climbed back to sit on the man-hole cover while the inspector occupied the seat on the left hand side. The train roared up to the summit of The Mountain where it stopped to allow the brakeman and conductor to wind up on the brakes. Snorting and roaring the 3-spot then dragged her train with all brakes set over the hump and started the drop. Everything went as per schedule until the Horse-shoe Curve, half way down The Mountain, was reached. Here it was necessary to ease up on a few of the brakes and work steam to get the train around. As soon as the train was clear of the curve the loosened brakes were again set but they had waited too long and as the train began to respond to the drag of the 6 per cent grade the brakes refused to hold. Immediately realizing their danger the conductor and brakeman jumped while the engineer, sensing the train had gotten away from them, reversed the engine and worked sand in the hope that he could buck the loads back to a safe speed. In spite of his efforts the speed gradually increased. As the engineer refused to jump, the fireman and inspector also stuck.

At the bottom of the grade was a sharp curve to the left running out on a trestle and when the bucking engine hit it she climbed the steel, toppled over, and rolled down the fifteen-foot fill with seven of the loads burying her under seventy tons of ore. Fortunately the engineer was thrown clear and escaped with severe bruises and a punctured knee but the fireman and inspector were killed.

A court of inquiry was called which reviewed the wreck and the circumstances leading up to it. The entire crew was exonerated but the court suggested the company equip its rolling stock with air brakes. This was never done and when the shut-down came in the fall of that year the loads were still being eased down to Silver City by hand.

Market conditions were directly responsible for the discontinuance of operations but apparently it was the intention of the company to reopen as soon as conditions warranted it for everything was left intact. The motive power and as many cars as possible were run into a large store house at Silver City and locked up. Unfortunately conditions did

not improve very much and in 1913 the road was sold to a junk dealer in St. Louis, Mo. The actual work of scrapping the line and equipment was sublet locally to James J. Roberts, a former engineer on the road who had a decided limp caused by a punctured knee. The rails were ripped up and with the spikes, bolts, and plates were hauled down to Silver City on the flats. When the scrapping of the road was completed the engines were loaded intact on flats and shipped out while the cars were cut up and followed the engines.

Although from 1907 to 1913 the road was not in operation there still remained an official organization. As of June 30th, 1911 the Board of Directors consisted of David L. Fairchild, Henry B. Hovland, Lucien Merritt, Thomas A. Merritt, all of Duluth, and I. J. Stauber of Silver City. The officials of both the railroad and mining company were David L. Fairchild, president; Lucien Merritt, secretary and treasurer; and I. J. Stauber, general manager and superintendent. The main offices were at 505 Lonsdale Building in Duluth while the operating offices were at Silver City.

This method is taken to thank all those who knowingly or unknowingly helped in the compilation of the data contained in the various stories. Many employees of the various companies, as well as the officials, have taken their time and gone to considerable trouble to furnish the "human interest" angles, as well as many of the lesser known important facts. Among these are Mr. Fox, formerly a conductor on the Billerica & Bedford; Mr. Aldrich, Mr. West, Mr. Vose, and Mr. Fairbanks, all of the former Sandy River & Rangeley Lakes; Mr. Roberts of the "Pinos Altos"; and Mr. Heath of the Bridgton & Harrison.

The courtesy and helpfulness of the long-suffering Librarians of the Maine State Library at Augusta, Maine cannot be lightly passed over, neither can the co-operation of the Librarian of the Farmington, Maine, Library. If it hadn't been for her some of the interesting facts in the early history of the Sandy River would never have come to light. Certain Government Officials in Washington did more than they were called upon to do in the way of research. To all of these go my sincerest appreciation.

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—THE AUTHOR







